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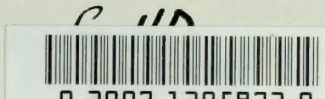

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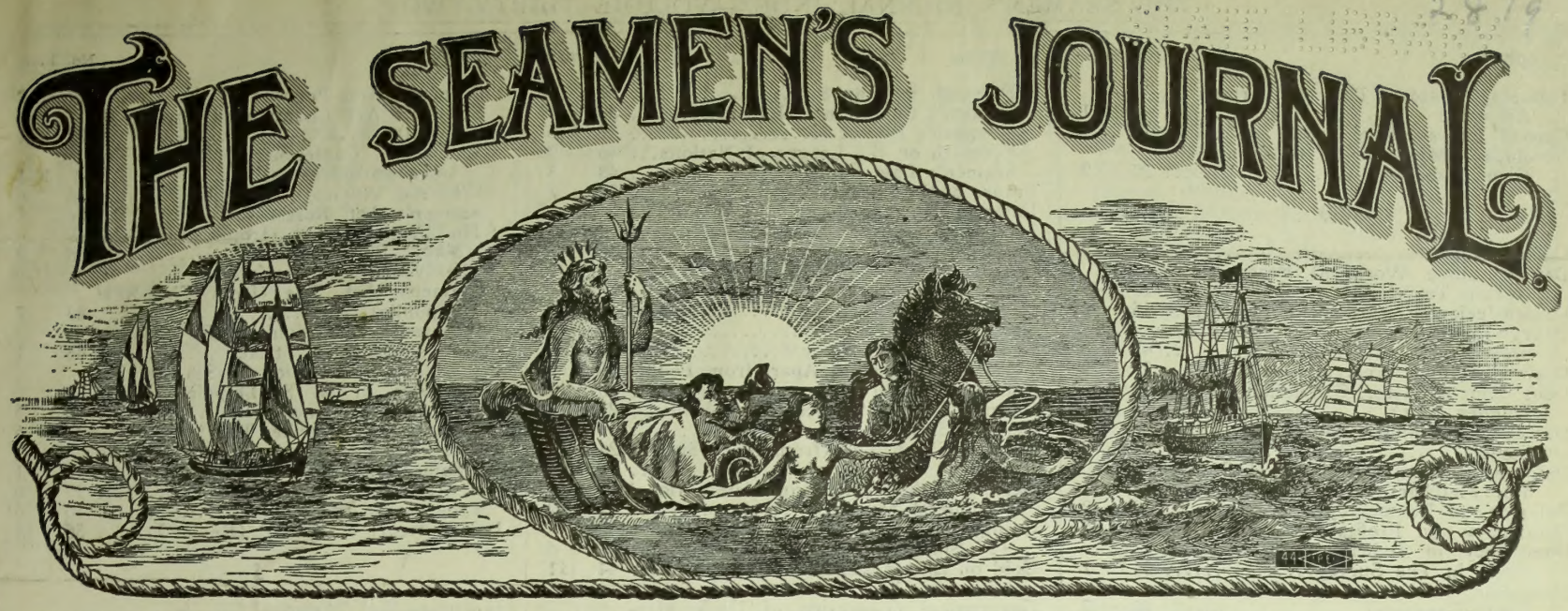

INDEX—VOLUME THIRTY-TWO

SEPTEMBER 11, 1918—SEPTEMBER 3, 1919

All editorial matter is designated by an asterisk (*).

Title	No.	Page
A		
Across Africa	42	11
Advent of the Motor Ship	25	1
After the Mosquitos	8	10
African Patience	33	11
Against Conscription *	50	7
Aid for Foreign Born	14	11
A "Lady" Skipper (from Brisbane Worker	6	9
Alaska, Facts About	5	8
Alaska Fishermen's Agreement	37	1
Alaska Fishermen's Death List	20	11
Alaska Fishermen—Death of Charles Larsen *	17-6;	25-7
Alaska Reindeer Meat	19	11
Alaska, Sulphur in	6	11
American Citizenship *	4	6
American Farmer's Attitude, The *	25	6
American Federation of Labor—		
Convention Call (A. F. of L.)	33	7
A. F. of L. Convention Notes (by Chester M. Wright)	41-2;	42-11
Convention Letter, Our (by Laurence Todd)	42-8;	43-8
New Conceptions of Justice (Address of Miss Margaret Bonfield at A. F. of L. Convention)	43	1
Resolution on Sea Training Service of U. S. Shipping Board (Training Seamen *)	45	6
Industrial Ills Dissected (Address by Hon. Wm. B. Wilson at A. F. of L. Convention)	45	7
League of Nations, The (Including Address by Furuseth and Remarks by Gompers)	46	1
American Labor's Reconstruction Problems (The Aftermath *)	22	6
Americans Go To Sea *	34	6
America's Example	7	2
Amsterdam's Labor Congress *	45	6
"Anarchistic Persuasion" *	30	6
Ancestors of Submarines	9	9
Ancient Ships and Sailors	13	11
Arbitration, Compulsory, Etc.—		
Compulsory Work Laws *—In the United States	9	6
Joint Conciliation Board * (for Pacific Coast Shipowners and Seamen)	27	6
Wages and Hours "By Law" *	29	6
Seaman's Claim Arbitrated (U. S. Shipping Commissioner)	33	1
Are Wages a Gift? (by James M. Lynch	23	11
Arctic Explorations (by Stefansson)	40	7
Arctic Stock Farms	49	10
Ascent of Man, The (by Jakob Johansen)	22	11
Asiatics, Exclusion, Etc.—		
Watch These Islands	5	10
A Voice From Hongkong * (Merit of Chinese Crews)	8	6
Japanese Imperialism	13	11
"News" of Chinese Crews *	17	7
Japanese Who Served In U. S. Navy Naturalized	25	14
Japan On Trial (from The Public)	28	2
Chinese, The	33	2
Chinese Beggars	40	9
In Japanese Courts	48	11
The Problem of the Pacific (by Wm. E. Ritter)	51	1
Japanese Merchant Marine	51	14
Lascar Crews	52	9
Dollar, Robert (Asiatic Policy of)—See "Captain" Dollar		
Atlantic Coast Strike	45-1; 46-6;	49-6
Atlantic Flight, The First	40	10
Atlantic Ocean, A Century's Progress In Crossing the *	38	6
At the Cross Roads *	32	6
August Conception, An	5	9
Australasian Seamen, Etc.—		
Australia's Labor Party (by E. M. Jauncey in The Public)	9	2
Australia's Population	33	2
New Zealand's Transports	41	11
The Australian Seamen's Strike *	51	6
Autocracy, The Props of (by Professor Jordan—from The Public)	1	7
Awakening, The (by Henry A. McAnarney)	44	9
"Aryan," Burning of the	25	9
B		
Back to the Land *	50	6
Badly Written Laws	44	9
Badges and Pensions *	16	6
Berne International Labor Conference, The	27-1;	28-1; 30-9
Blaming the Giant Octopus (for loss of "Cyclops")	27	9
Bolshevik, A Canadian (from The Nation)	20	2
Bolsheviki, What Is A?	24	9
"Bolshevism" (from Farmers' Open Forum)	19	11
Boosting the Seamen's Act *	31	7
Boycott, Relying on the	26	3
Boycott, Uses of the *	29	6
Breaking Up Estates	31	9
Britain's New Possessions (The Lion's Share *)	47	2
Britain's Timber Resources	5	2
British Elections, The	19	10
British Consul's Methods (by S. B. Axtell)	46	11
British Co-Operative Movement	40	10
British Navy, Growth of	10	2
British Ships Sunk During War	15	15
British Visitors * (Tom Chambers and Captain Edward Tupper)	17	6
British—see also "England"		
Bullion on "Princess Sophia"	10	2
Burning of the "Aryan"	25	9
C		
California Farmers "O.K." New Farmer-Labor Alliance	16	7
California, Feudalism In	39	7
California Legislature, The (Report by Paul Scharrenberg)	34	7
California State Federation of Labor Convention	7	1
California State Federation of Labor's Report on Reconstruction	11	1
Call to Steel Workers	33	9
Camouflage or Reaction?	16	11
"Camphor Language"	48	9
Canada, Harmony In	16	9
Canada, Labor In	47	2
Canada, The General Strike In *	44	6
Canadian Bolshevik, A	20	2
Canal Boat, A Sea-Going	3	11
Can the Workers Pay? (by P. Brookfield in Australian Worker)	43	11
Captain Dollar Explains *	20	7
Captain Dollar's Plans *	37	6
Cargo-Handling; Improved *	8	7
Casualties of War and Peace (address by John Mitchell)	1	1
Cause of Social Unrest (from Christian Science Monitor)	45	9
Change In Food-Habits, A	31	2
Channel Tunnel, The	27	2
Chantey Lore *	20	6
"Cheap Labor" Policy, The *	3	7
Child Labor—(A Sham Battle *)	29	6
Child Labor	32	9
Chinese—See "Asiatics"		
Circulation of Gold	50	10
"Citizens of the World" (from The Merchant Mariner)	8	11
Coal, the Use of	33	11
Compulsory Work Laws *	9	6
Commercialized Lying (from the Australian Worker)	41	9
Compensation Laws Are of Recent Date	12	3
Complaint from the Sick (Communication from Jos. O'Connor)	51	9
Concrete Freight Cars	38	10
Concrete Ships.—		
Norway's Concrete Ships	6	11
Launching of Concrete Ships	8	2
A "Concrete" Convention	11	2
Pouring Concrete	24	5
Concrete Ships (Cost of)	27	5
Concrete Ships	39	2
Congress, New Bills In *	45	6
Conscription, Against *	50	7
Conversion of Taft, The	14	8
Co-Operative Movement, The—		
Co-Operation *	11	6
Co-Operation, Pointers On	11	9
Co-Operation (The Way to Social Justice)	16	1
Co-Operative Trading *	16	6
Co-Operation In Germany	29	10
Co-Operation In Shipping	39	1
Copenhagen's Harbor (from "Politiken")	27	2
Cost of Living, The	29	10
Cost of Powder, The *	29-6;	42-6
Cost of a Modern U-Boat	17	9
Court Decisions, Maritime, Labor, Etc.—		
Right to a Discharge, The (Villarino et al. vs. "Munrio")	7	2
Seamen's Injuries, Liability for (Alec Erickson vs. John A. Roebling's Sons)	3	1
The "Lusitania" Verdict *	3	6
Ramming a Submarine (Claim for damages by S. S. "Express")	5	2
Why An Eight-Hour Workday? (Opinion by Umpire Walter Clark)	6	1
Seamen's Status on Army Transports	10	7
Courts Emasculate Seamen's Act ("Nigretia")	17	1
A "Five to Four Decision" (The "Talus")	19	1
Seamen Lose Their Case ("Rhine-Windrush")	20	7
U. S. Maritime Law Supreme (the "Martha")	21	7
Dillon vs. "Strathearn" Case	22	7
Iniuries to Ship's Barber ("Shinyo Maru")	23	2
Rights of Injured Seamen (Booth S. S. Co.)	23	7
Seamen's Rights In Hawaii (By Geo. A. Davis)	25	7
A Substantial Award * (The "Cricket")	27	6
Validity of Advance Wages ("Rhine-Windrush")	30	1
Seamen's Act Constitutional (The "Strathearn")	31	1
Shipowner Mulcted (The "Masaba")	32	7
Jury Find for Seaman (Ali Mohammed)	34	10
Dillon vs. "Strathearn"	36	10
When Half Wages Are Due ("Westmeath" and Italier")	37	7
An Unusual Verdict ("Philadelphia")	37	11
Courts Assail Union Treasury (Coronado Coal Co.)	38	7
Wages and Seaworthiness ("Gray's Harbor")	40	11

Title	No.	Page
Crimping System, The (by Arthur E. Albrecht)	44	1
Cunard Line's Heavy Loss	17	9
"Cyclops," Mystery of (Blaming the Giant Octopus)	27	9
D		
Danger Ahead!	13	9
Dangers of a World at Peace (from Boston Traveler)	11	9
Danish-Icelandic Agreement	16	2
"Davy Jones" Peeved * (Re tule life preservers)	47	6
Dealing With Unrest	27	9
Debs, Eugene Victor, Conviction of (The Hughes Law)	34	11
Decree Abolishing Classes, A (Russ Soviet)	33	9
Defense of Seamen's Act (by U. S. Senator Fletcher)	18	1
Delusions of Democracy	32	2
Democracy and Profits *	9	6
Democracy in Industry (by John A. Fitch, in The Survey)	26	1
Democracy In Industry (from American Photo-Engraver)	40	2
Derelict, What is a?	4	11
Diamonds and Antwerp	48	2
Disastrous Year, A (Wrecks, etc.)	26	11
Discipline Aboard Ship * (The "Puako")	27-6;	33-6
Distribution of Wealth, The *	19	6
Doom of Empires, The	24	2
Dreams and Thrones *	42	7
Drifting Mines (from Washington Star)	27	2
Drift of the Tide, The *	28	7
Drifting on An Ice Floe	14	11
Duty, a Daily	22	9
E		
"Eastland" Disaster (Same Old Story *)	11	6
Economic Freedom, Thoughts on (by Robert Hunter)	34	1
Education, The Value of	2	1
Education, What is? (Bruce Calvert in The Open Road)	5	2
Echoes From Berne (from The Survey); see also 27-1 and 28-1	30	9
Economic Trust, An? *	40	7
Effects of Demobilization *	19	7
Eight Hours in France	41	10
Election Expenses	31	2
Eloquence of Silence, The (by Chester M. Wright)	4	9
Embarcation Service, Our	28	7
England, Doings in	12	9
England Keeps Her Head	9	11
England Ruled by Foreigners	20	2
England, Progress In *	30	6
England, What's Doing in *	40	6
Ericsson's Galley, Was It?	40	2
Essentials of Sea-Power (by U. S. Senator Duncan V. Fletcher)	10	1
Europe, What's Doing In *	11	6
Every Man a Cripple	49	10
Excessive Turnovers	29	3
Expenses of Congress	45	11
Expensive Inefficiency	13	9
F		
Facts About Struggling Russia	48	1
Facts About Sugar	14	8
Female Voters in Sweden	42	10
Feudalism in California	39	7
"Fifth Sense" and the Sextant	9	9
File Your Claims * (Submarines)	14	6
Finland, Unhappy *	27	7
First Atlantic Flight	40	10
Fisheries, Etc.—		
Deepsea Trawlers *	2	7
Herring Resources	3	9
Yankee Whalers, The	9	8
Salmon Eggs, Collection of	9	9
Swordfish Weighing 917 Pounds Caught in Hawaiian Waters	13	14
Whale Steaks	20	9
Modern Whaling	26	2
Food Fish from the Gulf	3	9
Siberian Fishing Rights	42	9
Sea Food and Geography	43	9
Whaling Off the Falklands	47	11
Of Interest to Fishermen (Report by P. B. Gill)	48	7
"Flu" In Capetown, The	32	9
Flying Age, The *	41	7
Foreign Born, Aid for	14	11
Foreign Interests Oppose Seamen's Law	18	3
Foundations Without Excavations	20	9
"Fraternity," In the Name of	11	9
Freedom of the Seas (from The Nation)	15-7;	18-10
Free Letter Postage in Russia	33	11
Free Safe Deposit Service	50	9
Free Speech (from The Australian Worker)	6	2
French Labor Declaration, A	40	9
Fundamentals of Peace *	3	6
Furuseth, Andrew, Articles by, Etc.—		
Furuseth, Appreciation of (by S. A. Axtell)	5	9
Furuseth Objects *	7	6
Furuseth, More Praise for (by Rev. George McPherson Hunter)	8	2
Furuseth on Overtime Pay	9	3
Seamen and Sea Power	13	1
Furuseth's Work in Europe *	19	6
Furuseth in France *	21	7
Seamen's Condition in Europe	38	1
Furuseth's Report *	38	6
Furuseth on the League of Nations	46	2
Seamen's Law Benefits	48	3
Future of the World, The	29	7
Future of U. S. Shipping, The (from The Public)	12	11
G		
Gasoline, Substitute for	16	2
Gathering Headway *	31	6
Gem of Truth, A Stray *	7	6
German Government Apart from People	5	3
German Liberty?	10	11
German Salvage Studies (from Nauticus)	22	11
German Shipping	39	2
German Ships, The (from S. F. Star)	24	11
Germany's Urgent Need	3	11
Getting at the Truth (from International Molders' Journal)	49	2
Going, Going! Gone!! * (Sale of Vessels by Shipping Board)	49	6
Gold on Lower Yukon	44	11
Good Poetry *	14	7
Government Ownership of U. S. Merchant Marine *	35	6
Government vs. Private Control	3	3
Governors Stand By President	7	9
"Great Day," The (by James M. Lynch)	13	2
Great Lakes—		
May Tugboats Taken From Lakes	4	14
Concrete Shipyard at Detroit	12	14
Co-ordination on the Lakes	14	2
First Lake-Built Concrete Craft	29	14
Olander, Victor A. *	32	7
Re-equipment of Lakes Vessels to Burn Oil Instead of Coal	36	14
Guarding Uncle Sam's Interests *	5	6
H		
Habit of Thrift, The	40	2
Harbor Transportation *	41	6
Hard to Please	34	10
Harmony in Canada	16	9
Health Insurance—		
Well Financed Opposition *	8	6
Poor Camouflage (from The Industrial Weekly)	9	2
Health Insurance Endorsed	11	2
Health Insurance, Need for	12	9
Why Health Insurance?	37	11
Insurance Against Sickness	39	9
Health Almanac, A Real	25	11
Health Instructions	4	2
Health, Our Army's	2	9
Health Record, A Noteworthy *	2	6
His "Social Position" *	44	6
Holland's Vessels Requisitioned *	38	7
Home Front, The *	5	6
Home of the Tornado	39	9
Hongkong A Voice From * (Merit of Chinese Crews)	8	6
Honolulu Harbor	13	9
Huge Ship Profits	25	3
Human Rights First! * (League of Nations)	26	6
I		
"Ideals" for the Ash Can (from The Nation)	11	2
Illiteracy in South	44	11
Immigration, Etc.—		
Wartime Immigration *	5	6
Labor and Immigration *	18	6
Immigration and Wages	48	2
Labor's Immigration Policy *	52	6
Improved Cargo-Handling *	8	7
Industrial Autocracy (from The Tobacco Worker)	49	11
Industrially "Free!" *	28	6
Industrial Unionism *	40	6
Industrial Unity *	36	6
Injunctions, Government by, Etc.—		
Injunction Issue, The	30	7
Inquisition in India (Re the Rowlatt Bills)	50	11
"Inscription Maritime" *	4	6
Insect Language	10	9
Insidious Attack, An	5	8
Interior of a "Tank"	10	9
"International Agreement" *	46	6
International Labor Congress (Echoes from Berne)	27-1; 28-1;	30-9
International Seafarers' Conference at London	25-6;* 34-6;* 35-1;	36-1
International Seamen's Union of America.		
The President's Message to Seamen	5-1;	6-6
Convention Call (I. S. U. of A.)	12	10
The I. S. U. of A. *	13	6
The I. S. U. Convention *	20	6
The I. S. U. Convention (Summary of President's and Secretary's reports)	21	1
Sniping the Seamen's Law *	21	6
Mr. Howard Heard From *	21	6
Proceedings of I. S. U. of A. Convention	22-1;	23-1
Work of the Convention *	23	6
Seamen's Act, The (from Washington Post)	26	2
Seamen's Act Must Stand (from S. F. Star)	26	9
Seamen's Act, Purpose of the	27	7
Seamen's Act Championed (by S. B. Axtell)	32	1
Seafarers' Conference (Report by American delegates)	35-1;	36-1
Why An "Advisory Council?" *	36	6
Seamen's Act, Results of	36	7
The Seamen's Act (from Springfield, Mass., Republican)	38	9
The Washington Conference *	38-6;	41-6
Seamen's Act, The (from The New Republic)	43	7
Preference to Unionists (Re Atlantic Coast Seamen's Strike)	45	1
A. F. of L. Resolution on Sea Training Service of U. S. Shipping Board (Training Seamen*)	45	6
Atlantic Coast Strike, The *	46	6
Language Test (New Rules Regarding Same)	47	1
A Strike Well Settled *	49	6
Progress on the Pacific *	50	6
In the Heart of a Fool (Review)	36	11
J		
Japanese—See "Asiatics"		
Job In Great Demand, A *	28	6
Jolt for Mr. Blanton, A *	47	6
Justice and the Ex-Kaiser (from Australian Worker)	32	10
Justice for Tom Mooney *	13	7
Justice for Mooney *	44	7
Justice In Industry *	37	6
K		
Kaiser of French Descent	51	11
L		
Labor and Business (Roger W. Babson in The Public)	49	1
Labor and Red Cross *	14	6
Labor Comes Forward	28	9
Labor Day, Comment on *	51	7
Labor Day Message, A (by J. B. Dale)	51	2
Labor Day, 1919 (by Frank Morrison)	51	3
Labor in Canada	47	2
Labor in Germany	47	7
Labor in League of Nations	26	9
Labor Laws of 1918, New	1	10
Labor, No Funds for (by Grant Hamilton)	30	10
Labor Not a Commodity	49	9
Labor on Western Hemisphere United	13	3
Labor's Outlook on the Future (by Arthur Henderson)	9	1
Labor's Reconstruction Problems (The Aftermath*)	22	6
Land, and Land Tax—See also "Taxation, Single Tax, Etc." *		
Land Holdings, Large, in California; The Remedies	39	7
Land Holdings, Large, in England (Breaking Up Estates)	31	9
La Follette's Comment on the Senate's Action (A Belated Protest)	18	7
Larsen, Charles, Death of *	17	6
Lascar Crews	52	9
Last Word, The *	6	6
Leadership, Recognition of (from address by Frank P. Walsh)	2	7
League of Nations—		
Why "A League of Nations?" (by Frank P. Walsh)	24	1
League of Nations (Human Rights First*)	26	6
League of Nations, Labor in the	26	9
League of Nations, The (by Walter Macarthur)	26	10
Lesson From History, A *	28	6
League of Nations, The (Speeches, etc., at A. F. of L. Convention)	46	2
Lifeboats, More *	48	6
Lincoln's Birthday	23	9
Lincoln On War Critics	8	9
Lion's Share, The (Great Britain's New Possessions)	47	2
Lisbon as an Aerial Port	49	2
Lloyd's and the War	7	7
Loot of Public Planned (by Geo. P. Hampton)	46	7
Losses From Strikes *	48	6
Lower California (from the S. F. Star)	25	9
Lumber, On Waste of	39	10
M		
Majority Rule *	7	6
Making the World Safe, etc. *	28	7
Malekulans, The	49	2
Mammon is Merciless	5	11
Manning of Norwegian Ships	36	9
Manufacture of "Mines," The *	4	7
Manufactured "News" *	14	6
Manley Succeeds Walsh	15	2
Marine Insurance *	14	6
Manning of "Maru"	17	9
Meaning of "Paravane"	49	9
Meaning of the "Plumb Plan"	50	1
Measuring Rivers	4	11
Medieval Theory of Shipwrecks	50	11
"Mental Responsibility" *	9	7
Merchant Marine, U. S. (Government Ownership*)		
Merchant Seamen, Tribute to	8	2
Merchant Ships for Brazil	13	8
Merchant Ships Now Building in the World	24	11

37271

Title	No.	Page
Mexico—		
Cause of Anti-Mexican Feeling, The	6	3
Stirring Up Mexico	24	2
Is Mexico Next? (from The Nation)	24	9
Making Mexico "Safe"	33	9
War With Mexico; Why? (by Manuel Carpio)	52	7
Miles of Lumber *	24	6
Misrepresentation! *	46	6
Modern Transportation (John P. Young in S. F. Chronicle)	31	7
Miner's War Work, The	7	10
Misplaced Jurisdiction *	24	6
Mississippi Barge Fleet, The	11	7
Mobbing the Mobbers	9	7
Modern Bucko Methods * ("Gamble")	16	6
Money in Savings Banks *	5	7
Mooney Congress, The	24	7
Mooney, Tom, Justice For *....13-7; 33-6;		44-7
Motor Ship, Advent of the	25	1
Mosquitoes, After the	8	10
Murders Decreasing	33	10
Muzzling Union Speakers	50	7
N		
Nationalizing the Railroads	50	1
Naturalization, The Oath of	1	11
Navigation in the Air	42	10
Navy—See "U. S. Navy"		
Need for Ocean Tonnage, The	12	7
New Bills in Congress *	45	6
New Bogey, The (from Sydney Worker)	38	11
"News" of Chinese Crews *	17	7
New York, Crimping System at	44	1
New York Strike, The *	19	6
New Zealand's Transports	41	11
Noah, Was He a Piker?	3	9
Non-Partisan League Doctrines	33	2
Non-Partisan League (Watch North Dakota!*)	44	6
Norway's Heavy Loss	12	9
Norway's Mercantile Shipping....28-2;		50-2
Norway's Revised Losses	41	11
Norwegian Ships, Manning of		
No Scarcity of Officers *	8	6
O		
Obstacles (by Henry A. McAnarney)	10	9
"Oh, Horrors!" *	51	6
"Old Stuff" *	22	7
"One Big Union"	47	10
One Problem Solved	42	10
Oratory in the Senate	11	9
Our Washington Letter (by Laurence Todd). See issues	1 to	52
P		
Pacific Shipowners Organize *	32	6
Panama Canal Traffic	26	2
Partnership in Production (by Walter Macarthur)	47	2
Passing of Capitalism (by Jacob Johansen)	39	10
Peace—See also "War, Militarism, Etc."		
Peace, Fundamentals of *	3	6
Peace and Royalty (from The Nation)	17	2
Peace at Last! *	43	6
Peace Conference, The *....12-6;		13-6
Peaceful Revolution (from The Painter & Decorator)	50	9
Peace Treaty, The (from S. F. Call)	38	11
Pensions, An Analysis of (reprinted from The Public)	1	9
"Perfectly Simple" *	39	6
Pertinent Comment *	51	6
Plea for World Brotherhood	10	2
Plenty of Captains *	42	6
Plimsoll Mark, The *	42	6
Plumb Plan, Meaning of the	50	1
Poetry—		
The Right to Work (by Edwin Markham)	38	2
"No Annexations" (by W. N. Ewer)	39	11
Life's Combat (by C. M. Cook)	41	10
The Strike (by Covington Hall)	46	9
Mind Over Matter (from Tit-Bits)	52	10
Pointers on Co-operation	11	9
Port of Ostend, The	46	9
Port Performances *	2	7
Powers of U. S. Court Assumed	42	3
Prehistoric Astronomy	6	11
President's Message, The *	6	6
President's Message to Seamen	5	1
President's Sound Advice, The *	2	6
Pre-War Wage Level, The (Frank P. Walsh)	13	2
Problems of Reconstruction (Report of Cal. State Federation Committee)	11	1
Problem of the Pacific, The (by Wm. E. Ritter)	51	1
Profit and Subsidy *	39	6
Profit-Sharing Fallacy, The (from Australian Worker)	5	2
Profit-Sharing Plan	30	3
Program, An Ambitious * (S. F. Chamber of Commerce Shipping Policy)	48	6
Progress Abroad	2	11
Progress, A Century's * (Crossing of Atlantic)	38	6
Progress in England *	30	6
Progressive Seattle *	6	7
Prohibition ("Wets" versus "Drys"*)	36	7
Proud of Their Jobs	2	11
Prussian Labor Policies	24	11
Prussians Outside of Germany	33	11
"Puako," Brutality on the...27-6; 32-6; 33-6;		35-7
Public vs. Private Control	33	2
Purpose of the Seamen's Act	27	7
Pushed Off the Earth	17	9
Q		
Queen Elizabeth's Navy	15	11
Questionnaire, The *	2	6
R		
Railroads, The *	30	6
Reconstruction and the People	15	1
Reconstruction in California (State Fed. of Labor Report)	11	1
Reconstruction Problems *	9	6
Reconstruction Problems (The Aftermath*)	22	6
Record Cargo Handling *	7	6
Record of the Cherokees	33	11
Red Fleet of Russia, The (from The Nation)	17	7
Red Revolution, The (from The Public)	14	9
"Red Terror" in Europe, The (from The Nation)	13	7
Reforms in Sweden	29	10
Reindeer, The	16	11
Relative Values	43	11
Relying on the "Boycott"	26	3
Repression or Reconstruction? (by Basil Manly)	41	1
Requisitioned Dutch Ships, The *	38	7
Resources (by Henry A. McAnarney)	50	2
Respectable (?) Scabs (from Queensland Worker)	36	11
Results of Seamen's Act	36	7
Re-Training the Crippled (by Douglas C. McMurtrie)	25	10
"Right to Quit, The"	3	7
Rivetless Steel Ship, The	8	7
Rosseter, John H. (Assumes Duty as Chief of Division of Operations for the U. S. Shipping Board)	1	6
Rough Treatment (by Alexander S. MacInnis)	5	11
Rubin, W. B., Articles by—		
Many That Are First, Etc.	7	11
Peace	15	9
Legal Jurisdiction	20	1
"Divine Rights" of Courts	26	2
What Is Bolshevism?	28	11
Feed Humanity and Save It	30	9
Post-War Reflections	35	11
Minimum Need, The	38	9
Ideals of War, The	39	9
Swat the Injunction!	47	9
Running Our Easting Down	43	9
Russia—		
"Chaotic Russia" (from New York Call)	6	9
Russia's Red Fleet	17	7
Truth About Russia, The (from New York Call)	23	9
Russia, Saving	34	11
Russia, Facts About Struggling	48	1
S		
Sailors' Union of the Pacific—		
California's Labor Conclave (Report of Sailors' Delegates to Cal. State Fed. of Labor Convention)	7	1
Meeting, A Memorable (Chambers and Tupper from British Seamen's Union at San Francisco)	18	2
In Memoriam * (Frank Johnson)	19	7
Eulogy, An Eloquent * (Frank Johnson)	21	6
Sixth of March, The *	26	6
Joint Conciliation Board *	27	6
"Puako" Prosecution for Brutal Treatment of Seamen.....27-6; 32-2; 33-6;		35-7
Delegate's Report (Washington State Federation of Labor)	44	7
Wage Negotiations Concluded (Progress on the Pacific*)	50	6
DECEASED MEMBERS.		
Alsin, Albert	50	7
Alton, John	12	7
Andersen, Carl	23	7
Anderson, Carl Robert	33	7
Andersson, Conrad W.	7	7
Andersson, Hilding (correction)	12	7
Andreassen, Carl A.	25	7
Asklund, August E.	10	7
Beahan, Edward	13	7
Beck, Eugene A. G.	8	7
Belin, Anton Erick	9	7
Bengtson, Carl Johan	11	7
Benson, John Emil	26	7
Borden, James	27	7
Campbell, Robert	22	7
Carlsen, Charles L.	22	7
Carlsen, Johan Ludvig	40	7
Carlsen, Severin	6	7
Carlson, Peter	12	7
Carron, Edward	27	7
Christensen, Peter V.	7	7
Coleman, Bertin	9	7
Darling, Howard	9	7
De Zomer, Adriaan	19	7
Duffey, Edward	10	7
Dunba, John J.	29	7
Dunkel, Charles	14	7
Eikland, Ole	32	7
Eisner, Karl G. M.	45	7
Ekelin, Ernst W.	44	7
Eklof, John F.	39	7
Eklund, William	7	7
Ericksen, Edward M.	8	7
Erickson, John	27	7
Evans, Norman	9	7
Ferrister, James	29	7
Frederiksen, John	37	7
Fredrikson, Axel	9	7
Friend, Arthur E.	8	7
Funk, Elmer	8	7
Greenlund, Charley	11	7
Gruse, Karl J.	8	7
Gundersen, Andrew	21	7
Haak, Reinhold K. M.	9	7
Hanholm, Henry	9	7
Hansen, Hartvig	31	7
Hansen, Isack	24	7
Helgesen, Einar	39	7
Helin, Johannes	31	7
Hemnes, Anders O.	15	7
Hendersen, Robert D.	4	7
Henriksen, Rauder	13	7
Hertig, Erwin	14	7
Holden, Olaf Martin	7	7
Horn, John	7	7
Hubberd, Howard C.	8	7
Huovi, John L.	45	7
Jacobsen, Andrew	2	7
Jansson, Anders Gustaf	2	7
Johannessen, Nils	27	7
Johansen, Rudolf A.	8	7
Johanson, J. W. Antonius	20	7
Johnson, Frank	19	7
Johnson, Olaf	5	7
Jonassen, Johannes Olai	19	7
Joranson, Frank	44	7
Kambi, Robert	8	7
Kelso, Murl Lawrence	24	7
Karlsen, Victor	10	7
Koppel, Carl	42	7
Land, Derk	9	7
Larsen, Claus Ludvig	31	7
Larsen, Peter A.	17	7
Larsson, Carl	17	7
Lehtonen, Emil Arthur	8	7
Ligget, Walter	9	7
Lindblad, Conrad W.	37	7
Lindblad, Gustav	12	7
Lindgvist, Frank	8	7
Ljungquist, Albert	11	7
Lofgren, Carl W.	24	7
Lotus, Fred	51	7
Lund, Carl	12	7
Lundberg, Carl W.	19	7
Lundberg, Harris G.	7	7
Lundquist, Peter E.	18	7
Macey, Stewart	9	7
Madec, Vincent	8	7
Magnussen, Harold R.	8	7
Malmberg, Henry W.	48	7
Mardison, Andrew	5	7
Marmion, James J.	28	7
Martinson, Alex.	33	7
Marx, Thorvald	7	7
Mathews, John	31	7
Matsuk, Michail	10	7
Middlemass, Andrew	8	7
Miller, John	38	7
Miller, Thomas	48	7
Morron, Joseph	52	7
Muller, Robert	35	7
Murray, David B.	9	7
Nordman, Johan	9	7
Norris, Edward	11	7
Odenberg, Adolf	11	7
Ohls, John	20	7
Olsen, Hilmuth	25	7
Olsen, Olai S.	10	7
Olsen, Ole	8	7
Olsen, Thomas	29	7
Olsen, William	9	7
Onensen, Bernt	44	7
Paulsen, Peter	44	7
Persson, Ernest G.	13	7
Petersen, Ferdinand B.	47	7
Petersen, Nicolai	6	7
Peterson, John	8	7
Pettersen, Axel	51	7
Petterson, Anders J.	22	7
Petterson, Knut A.	23	7
Pietch, Frank R.	9	7
Poere, Edward C.	10	7
Puntti, Armas	23	7
Quickman, W.	22	7
Quinn, Wm. Michael	9	7
Ramlow, Emil	18	7
Randa, Rudolph	14	7
Rasanen, Geo. F.	8	7
Rasmussen, James H.	10	7
Roalsen, Fred E.	24	7
Rosenquist, A. W.	23	7
Ross, Herman A.	31	7
Simonson, Thomas	9	7
Smith, Jan	51	7
Smith, John F.	27	7
Stein, Ingvald Larsen	34	7
Tenfjord, Edvin	12	7
Thomas, Henry	8	7
Thompson, David	35	7
Thorstensen, Sigurd	8	7
Traynor, A. P.	4	7
Trovik, Harold	26	7
Virtanen, Leonard	31	7
Wahlberg, Samuel L.	21	7
Ward, Karl Sanford	8	7
Weltz, Hill	37	7
Werford, Frank	27	7

Title	No.	Page
Westerberg, Erick A.	47	7
Wetzel, Carl Curt	2	7
Wilhelm, Frantz	21	7
Wills, George	5	7
Wiren, Gustaf A.	20	7
Wohlschon, Albert	3	7
Woldhouse, John	8	7
Yerna, Frank	52	7
Sailors' Wives *	31	6
Salmon Eggs, Collection of	9	9
Salt in United States	45	11
Salvage Vessels, Unique	46	11
Same Old Story, The * (the "Eastland")	11	6
San Francisco—		
Justice in San Francisco (Densmore report)	12	1
Mr. Fickert Unmasked *	12	6
What's Wrong in San Francisco? *	15	7
Fickert's Latest Move *	17	6
Fickert Whitewashed *	20	7
Nolan, Ed., The Vindication of (Mooney Case)	29	9
Schoolship for San Francisco *	33	6
San Francisco Training Ship (A "Democratic" Schoolship*)	43	7
San Francisco Labor Clarion's Intolerance	45-7;	47-7
Saving Russia	34	11
Saving the "U"-Boat's Victims	6	7
"Scarcity" of Labor?, The *	6	7
School, A Worth While	40	9
Schoolship, A "Democratic" *	43	7
Sea Freedom?, What is *	18	6
Seamen's Act—See "International Seamen's Union of America"		
Seamen's Franchise, The (by S. B. Axtell)	45	2
Seamen's Language Text (New Rules Regarding Same)	47	1
Seamen of the World Unite *	25	6
Seamen's Status on Transports (Subject to military law, etc.)	10	7
Seamen's Wages Abroad (Fairy Tales*)	51	6
Seamen's Wages, German	2	11
Seamen's Wages in Europe * (See also 51-7)	27	7
Seamen's Work, What Is? *	52	6
Seattle Strike, The *	23	6
Secret Diplomacy (from The Nation)	19	7
Seditious Literature! *	30	6
Self-Determination (by Wm. P. Harvey)	49	7
Selling Labor Power *	39	6
Shipbuilders and Seafarers *	5	6
Shipbuilding, Facts On *	5-7;	23-7
Shipping Board, The United States—		
Rosseter, John H. (Assumes Duty as Chief of Division of Operations)	1	6
Shipping Board's Report, The *	15	6
Shipping Board Publicity *	26	7
Chairman Hurley's Report on His Mission Abroad	29	1
Shipping Board, The *	40	6
Shipping Board Finances	41	7
Shipping Board's Sea Training Service Criticized at A. F. of L. Convention (Training Seamen*)	45	6
Shipbuilding—The Official Facts	2	9
Shipping Facts and Figures	8	11
Shipping Finance *	17	6
Shipping in the Treaty	38	2
Shipping Policy of S. F. Chamber of Commerce (An Ambitious Program*)	48	6
Shipping Via Iceland	43	10
Ships Operated by Navy *	8	7
Ships Without Rivets, Steel	3	10
Shipwrecks (See also "Wrecks")	50	11
Shipyard Lays Keel, Seized	5	8
"Shop Committee," The *	25	6
Siberia, An Unknown Land	32	9
Six-Hour Day, The	35	3
Sniping the Seamen's Law *	21	6
Spanish Influenza *	6	6
Speaking of Copper (by Frank E. Wolfe)	26	7
Spitzbergen's Future	16	9
Social Unrest, Cause of	45	9
Sound Advice *	36	6
Spartacus; Who Was	24	10
Stability	23	10
State Insurance Cheapest	11	3
Steady Work Essential	4	11
Steel Autocracy Must Capitulate	46	3
Steel Trust Becomes Generous	4	9
Stirring Up Mexico	24	2
Stopping the Engines *	1	6
Stefansson's Explorations (from Christian Science Monitor)	40	7
Strange Cargo, A *	19	6
Strange Paradox, A (from Australian Worker)	17	2
Strike in Canada, The *	44	6
Sturdy Stock (by Henry A. McAnarney)	3	2
Substitute for Gasoline	16	2
Substitutes for Justice *	42	6
Suez Canal Statistics	46	11
Success, A Word About	48	2
Success to the Chief * (John H. Rosseter)	1	6
Surpluses and Taxes *	11	7
Surrender of German Fleet	14	7
Sweden, Reforms In	29	10
Swedish Diving Bell	9	9
T		
Taxation, Single Tax, Etc.—		
Tax All Idle Land *	18	6
The Income Tax *	26	6
Single Tax Idea Grows	36	10
Remedies for Large Land Holdings (Report of Cal. Commission on Immigration and Housing)	39	7
Textbooks In Citizenship	14	9
Thoughts On Economic Freedom (by Robert Hunter)	34	1
Thoughts on Free Speech *	10	6
Thought Provoker, A (from Upton Sinclair's Magazine)	8	9
Threshing Old Straws *	49	6
Timely Topics Discussed	34	9
Tobacco and Speed	17	2
"To Bid Freely!" *	30	6
Tolerance in the Labor Press * (S. F. Labor Clarion)	45-7;	47-7
Tornado, Home of the	39	9
Trade Wars	23	10
Training Seamen * (by the Shipping Board)	45	6
Training Merchant Seamen *	1	6
Trans-Atlantic Flight, Cost of	41	14
Transportation Problems	2	9
Transporting Rubber	33	10
Trawlers, Deepsea *	2	7
Self-Expression *	41	6
Treasure Island	40	11
Tribute to Labor, A	16	11
Tribute to Merchant Seamen	8	2
Triumph of Democracy, The *	10	6
Tunnel, A Seven-Mile	42	10
U		
Uncle Sam's Sales *	42	6
Unemployment Insurance Opposed	31	3
Unhappy Finland *	27	7
Unique Salvage Vessels	46	11
Union Label, The *	30	7
Uruguay, In	47	11
U. S. Adjustment Agencies	8	9
U. S. Employment Agencies *	25	7
U. S. Junkers, The *	15	6
U. S. Liberty Loans, The—		
Fourth Liberty Loan, The *	1	7
Liberty Bonds, Hold Your	1	11
Liberty Loan, Seamen and the *	2	6
"Your" Part in the Drive *	3	6
Did You Buy Your Bond? *	4	6
Fifth Liberty Loan	13	11
Don't Sell Your Bond *	18	7
Six Months to Pay (Victory Bonds)	34	10
U. S. Loans to Farmers	6	2
U. S. Merchant Marine (Government Ownership*)	35	6
U. S. Merchant Marine Statistics (An Unmatched Record*)	46	6
U. S. Merchant Vessels Lost During War	12	14
U. S. Navy (Our Growing Navy*)	36	6
U. S. Navy Program for 1920	15	11
U. S. Navy, Ships Operated by *	8	7
U. S. Railroads, Nationalizing of the	50	1
U. S. Shipping Board—See "Shipping Board"		
U. S. Shipbuilding (Another Record Breaker*)	10	7
U. S. Standard of Living, The	40-1;	52-1
Use of Coal, The	33	11
Uses of the Boycott *	29	6
Utah's Timber Lands	14	9
"Utopian Moonshine!" *	24	6
V		
Value of Election Returns	32	11
Victor Hugo on the Mob	6	10
Vindication of Nolan, The (Mooney Case)	29	9
"Votes for Seamen"	24-9;	51-9
W		
Wages Versus Finances (by Frank P. Walsh)	8	1
Wage Adjustment Boards *	6	6
Wages and Hours "By Law" *	29	6
Wages and Wars	32	2
Wages Versus Prices *	41	6
Wages Vs. Public Health	14	1
Waiting to be Saved (from Australian Worker)	31	10
Wall St. Democracy	36	11
Wanted—More Consuls	9	10
Want U. S. to Sell Ships	15	10
War, Militarism, Etc.—		
Subjects Related to Peace—See also "Peace"		
War With Mexico—See "Mexico"		
When Will the War End? (from United Mine Workers' Journal)	1	2
Insurance, Soldier and Sailor *	2	2-7
War Food Prices	4	2
Program for World's Peace, A	4	3
Protection for Enlisted Men	4	7
After-War Conditions (from The Public)	5	7
Army Units	5	9
Soldiers' Mail, The	8	10
Military Insurance *	9	7
War-Time Labor Laws	9	9
War-Work Drive, The *	10	6
Germany's Unconditional Surrender	10	15
Surrender of the German Fleet	14	7
Our Disabled Fighters *	16	6
War Record, A Splendid (Canadian Pacific S. S. Co.)	18	9
American Labor's Reconstruction Problems (The Aftermath*)	22	6
Women at Peace Conference	28	9
Military Training *	29	7
Sinking the German Fleet (from Nauticus)	31	9
Plea for Disarmament, A	32	11
"Shipping" in the Peace Treaty	38	2
Problems of Demobilization (by Hon. Wm. B. Wilson)	42	1
"June 28th" in History	44	11
The Lion's Share (Great Britain's New Possessions)	47	2
Washington Letter, Our (by Laurence Todd). See issues	1 to	52
Watch North Dakota! *	44	6
Way to Social Justice (by James P. Warbasse)	16	1
"Wets" Versus "Drys" *	36	7
Whaling, Modern	26	2
Whale-Steaks	20	9
Whaling Off the Falklands	47	11
What Ails Americans? *	47	6
What Is a Bolsheviki?	24	9
What Is Seamen's Work? *	52	6
Whither Are We Drifting?	11	11
Why Hold Back?	30	10
Why Ships Float	15	9
Wild Animal Trade	33	9
Women Workers Organize	31	9
Wooden Ships, Our *	22	6
Wooden Ships, Sale of *	34	6
Wood Ships Still Useful	42	7
World's Merchant Shipping, The	29	1
World's Seafarers Confer *	34-6;	35-1; 36-1
Workers' Universities	10	11
Work Laws, Compulsory *	9	6
Workmen's Compensation Makes Gains.	23	9
Workmen's Compensation—See "Court Decisions, Etc."		
"World Safe For Democracy," A (by John A. Hobson)	4	1
Wrecks.—		
Albert	31	5
Aryan	25-9;	29-5
Avon	1	14
Benito Juarez	14-10;	16-10
Blackford	4-5;	11-5
Bonheur	23	5
Breakwater	12	5
Chaproi	22	14
Chin Pu	41	14
City of Mobile	40	14
Cleopatra	26	5
Coos Bay	4	5
Cyclops	5-14;	27-9; 49-14
Della	15	5
Dornfontein	7	14
Dumaru	11	5
Eastland (Same Old Story) *	11	6
Fisherman	1	15
Flirt	27	14
Gabriella	46	14
George A. Loomis	19-5;	20-5; 27-5
Gloaming	6	14
Herald	18	14
Janet Carruthers	21-5;	26-5; 33-5
Lake Erie	22	14
Lake Weston	28	14
Louise	29	5
Mabel Davis	40	14
Mandalay	9	5
Mount Vernon	24	14
Myolo	33	14
Nanyo Maru	21	14
Newburg	8	5
Newport News	8	14
Northumbria	21	14
O. M. Clark	9	5
Palos	10	14
Pennsylvania	11	5
Premier	38	5
Princess Sophia	8-5;	19-5; 38-5
Pronto	14	5
Richard B. Silver	38	14
Richard H. Buckley	48	14
San Gabriel	6-5;	8-5
San Jose	29-5;	33-5; 43-5
Sehome	15-10;	16-5; 19-5
Star of Poland	9	5
St. James	27	14
Superior	23	5
William Olson	39-5;	41-5
Wrecks—See also "A Disastrous Year"	26	11
Wrecks, Medieval Theory of	50	11
X-Y-Z		
Yankee Whalers, The	9	8
Your "John Hancock"	49	9

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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CASUALTIES OF WAR AND PEACE.

The Lists of "Killed and Injured" in Industrial Pursuits.

The casualty lists of war forcibly direct our attention to the sacrifices made by our own flesh and blood in behalf of human freedom. These lists drive home our losses largely because they are aggregated and issued at certain intervals.

The casualty lists of peace would bring home the horror of industry if they were issued in the same manner.

Similarly, if the casualty lists of infantile mortality were issued in that way they would shock every reader with the tragedy contained in them.

The trouble is that the deaths and injuries sustained in industry never are aggregated in the newspapers, other than once a year or once every few years, and then only in the form of dry statistics.

In intensely industrial countries like America, England, France, Germany, etc., scores of thousands lose their lives in industry, while hundreds of thousands are injured, and scores of thousands of little children die—these latter largely because of the poverty of their parents.

As Lady Warwick said early in the war, "It is more dangerous to be a child born in England than a soldier fighting in France."

If our big dailies, for instance, were to issue a list on the lines indicated under headings, "Killed in Industry"; "Injured in Industry"; "Child Mortality"—once a month, the tens of thousands of names would fill page after page.

John Mitchell's Patriotic Address.

Thoughts along these lines doubtless actuated Mr. John Mitchell, for many years president of the United Mine Workers of America, to direct public attention to the casualties of peace in the following splendid address recently delivered at Brooklyn, N. Y.:

"Wherever men meet during these days one thought, one hope is uppermost in their minds. The winning of the war, the destruction of autocratic, militaristic systems of government, the establishment of justice, the perpetuation of liberty and democracy among all peoples of the earth is the question of transcendent importance; and if I reflect the sentiment and the determination of the wage-earning millions of our country the war will not end until the right of peoples to govern themselves is secured and guaranteed unmenaced by military castes and unhampered by autocratic governments. If I diagnose correctly the attitude of the wage-working people of America there will be no peace until the Prussian vandal on bended knee supplicates the forgiveness of God and the mercy of man for the outrages he has perpetrated against civilization and mankind.

"Each day the meaning, the significance of this world struggle becomes more clear. Each day the war is brought closer to our homes and our firesides. Each day more of our sons go forth to do battle in defense of justice and liberty. Each day service flags with their red border, white center, and blue stars appear in greater numbers. This flag is the emblem of service; and now, here and there, appears the silver star, the emblem of wounds sustained and suffering endured; and here and there the gold star, indicating that some of our boys have made the supreme sacrifice, that they have died that liberty may live. The love of life is strong and overpowering; the aged, the cripples, and the sick desire to live; yet there is nothing so sure and certain as death and if a man could elect the circumstances under which he should die who would not choose to die fighting for liberty and for his country?

Our Willing Sacrifices for Freedom.

"While of course we hope and pray, and especially do mothers hope and pray, that our sons may come home; yet it were a thousand times better that they should never return, that their life's blood should enrich the sacred soil of France than that the Prussian autocrat should be permitted to impose his will upon the free and democratically organized governments of the world.

"These are the thoughts and these are the purposes which animate and control all right-thinking, liberty-loving, unselfish, patriotic men and women of this our country. In this determination and in this purpose we shall not falter. The heritage of liberty bequeathed to us will be handed down untarnished and unblemished to our posterity.

"Moreover, while prosecuting the war for the establishment and maintenance of international peace, freedom and justice we shall continue in our determination to maintain industrial and social righteousness in our own country. So far as the solution of our internal and domestic problems will not retard the solution of the great world problem, the organized workers will persist in their efforts to protect the lives and to raise the standards of labor of all those engaged in industrial pursuits. We understand that the victories of peace have their price in dead and maimed as well as do the victories of war. While the bread of the laborer is earned in the sweat of his brow it is eaten in the peril of his life.

"Whether he work upon the sea, upon the earth, or in the mines underneath the earth the laborer constantly faces imminent death; and his danger increases with the progress of the age. With each new invention the number of killed and injured rises; each new speeding up of the mechanisms of industrial life; each increase in the number and size of our mighty engines brings with it fresh human sacrifices; each year the locomotive augments the number of its victims; in each year is lengthened the roll of the men who enter the dark and dampness of the mine never again to return to their homes and loved ones.

"Killed" in Peaceful Pursuits.

"And many are killed without violence; thousands of wage earners lose their lives in factories, mills and mines without the inquest of a coroner. The slow death which comes from working in a vitiated atmosphere; from inhaling constantly the fine, sharp dust of metals, from working unceasingly in constrained and unnatural postures; from constant contact of the hands and lips with poisonous substances; lastly the death which comes from prolonged exposure to inclement weather, from over-exertion and under-nutrition, from lack of sleep, from lack of recuperation swells beyond computation the unnumbered victims of a restless progress.

"It is, of course, inconceivable that the gigantic industrial movements of the American people should be conducted without some fatalities. The industrial structure is a huge machine, hard-running and with many unguarded parts and many of the fatalities, many of the deaths in general are simply and solely the result of conditions beyond human control and inseparable from the ordinary course of existence. But thousands upon thousands of easily preventable accidents and fatalities occur each year, and it is from these that we should strive to secure relief.

"In the State of New York alone last year approximately 300,000 wage earners were injured, 60,000 of them so seriously as to disable them from working for more than fourteen days; approximately 1,500 wage earners were killed or fatally injured in the course of their employment.

"The consummation of the movement for the disarmament of nations, the abolition of war, and the establishment of international peace requires the consent of all the great powers, whereas the abolition or the substantial diminution of the suffering caused by industrial accidents requires action only on the part of the people of our own country.

Prevention of Industrial Accidents.

"In the discussion of this vitally important question—the prevention of industrial accidents—we sometimes hear a voice saying, 'What have I to do with this matter? Am I my brother's keeper'? The answer is 'Yes.' Emphatically and unqualifiedly 'Yes.' No man is quite fit to live in a civilized society who is not concerned for the welfare and happiness of his less fortunate fellow-man. A great philosopher once said that a free man is one who lives in a country in which there are no slaves. Paraphrasing this statement, I contend that a really happy man is one who lives in a community in which there is no avoidable misery.

"It is to be regretted that here and there in the sacred name of patriotism, attempts have been made by selfish men to break down the labor standards which have been erected either by legislation or by trade union activity for the protection of wage earners. These attempts, thanks to the vigilance of the organized wage earners, and to the sympathetic support of other good men and women, have failed, and the necessity, even as a war measure, of maintaining the legislative safeguards for the protection of labor has been recognized and proclaimed by our great war President and by the war Governor of the Empire State. The President, in vetoing an Act of Congress increasing the hours of labor of government employees said:

"'At the outset of the war I felt it my duty to urge all employers in the United States to

make a special effort to see to it that the conditions of labor were in no respect altered unfavorably to the laborers. It has been evident from the first how directly the strain of this war is to bear upon those who do the labor which underlies the whole process of mobilizing the nation, and it seemed to me at the outset, as it seems to me now, that it is of the highest importance that the advantages which have been accorded labor before the war began should not be subtracted from or abated.'

"The Governor of New York, in vetoing an act of the Legislature which would have lowered the standards erected for the protection of labor, said:

Sound Views of New York's Governor.

"'We must not permit our people who are engaged in industrial pursuits to become apprehensive that the standards erected for their protection will be set aside; and we must not permit our industrial population to have cause to feel that the war's burdens and sacrifices may rest most heavily upon the shoulders of those least able to bear them. To give cause for such an impression would be a grave error. We must do nothing that would impair the confidence or weaken the loyalty of the service of those who are engaged in the fields and the factories. We should not disregard the errors of other nations with respect to the suspension of their labor laws; on the contrary, we should profit by their mistakes.'

"Perhaps no one phase of trade union policy has been the subject of more adverse criticism than has the demand of the workers for an eight hour day. Professional and business men, including manufacturers, fail to understand the logic of the workingman's demanding that his hours of labor shall be limited to eight each day while they themselves frequently work from ten to fourteen hours per day. Paradoxical as it may appear, one explanation is that the workingman earns more in eight hours than he does in ten, while the business and professional man earns more in ten hours than he does in eight. Every student of industrial affairs and everyone familiar with the rise and fall of wages will readily concede that wages have appreciated to a greater extent in those trades in which the eight-hour day has been established than in trades having a longer workday.

"The critics of trade unionism allege that a reduction in the hours of labor means more time and more money spent in drinking and dissipation. This assertion, reiterated incessantly, has been completely refuted by everyday experience and by the history of the labor movement. When the workingman comes from mine or mill, having taxed to the utmost his muscular and nervous energy, it is little wonder if he seeks a stimulus in alcohol or other crude pleasures. The unanimous testimony of all competent observers, teachers, ministers and sociologists, has been to the effect that a reduction in the hours of labor invariably means an improvement in the whole moral tone of the community, a raising of the standard of living, a growth of the self-respect of the workingman, and a diminution not an increase in drunkenness, violence and crime. If the American workman can be entrusted with the franchise, it is certainly safe to entrust him with a few hours of leisure time.

"If trade unionism had rendered no other service to humanity, it would have justified its existence by its efforts in behalf of working women and children. Unfortunately, society does not seem to feel itself capable of conducting its industries without the aid of its weaker members, and with each advance in production, with each increase in wealth and the capacity of producing wealth, women and children in ever larger numbers are drafted into service. In this development the woman, like the child, has been taken from her home and has been made subject to the tolling factory bell. The home, the natural and moral sphere of the woman, has been shattered by the invasion of the machine and the factory system. The burden of our civilization bears with heaviest weight upon the shoulders of women. Through constant association with it we have become hardened to the humiliating and degrading fact that in our society as at present constituted, hundreds of thousands if not millions of women and girls depending exclusively upon their own resources are compelled to work unduly long hours and for beggarly wages.

Protecting Women and Children.

"Were it not for the influence of trade unionism the work that women and girls are compelled to do would prove even more demoralizing than it is. The trade union seeks to protect the woman, morally, physically and industrially. It demands that she shall not be employed at night work or for very long hours; it demands and insists that women shall receive equal pay with men for equal work. In demanding equal pay and healthful surroundings for women the union not only protects the woman and the home, but it also protects the standard of living of all wage earners.

"Those who look only at the surface of things and judge trade unionism by an occasional glimpse are likely to underestimate the uplifting influence of this institution upon the character of the wage earner. Many who admit that trade unions have been successful in raising wages, shortening hours, and improving the material conditions of the worker's life, still believe that their effect upon his intellectual and moral tone has been either bad or entirely negative. To all, however, who do not view these matters superficially it must be evident that trade unionism has had exactly the opposite effect. The increased wages and shortened hours of labor have in themselves brought about a vast improvement in the mental and moral status of the workers. Workmen who formerly went from their twelve hours of work to the nearest saloon now spend their time with their families, improving their minds and enjoying a sensible and sane recreation. In most instances increased wages and shorter hours have meant the gratification of the intellectual and artistic sense of the workers, have meant books and pictures; have meant a few additional rooms in the house and more decent surroundings generally; have meant a few years' extra schooling for the children; have meant, finally, a general uplifting of the whole working class.

"Trade unionism distinctly raises the moral tone of the wage earners by infusing into them a sense of the dignity of labor. There is much lip service paid to the ennobling effect of labor and the dignity it confers upon the workman, but it is the trade union, more than any other institution, that translates these mere professions into actual deeds. The unionist feels that it is not the work itself but the spirit in which the work is accepted and performed that ennobles the worker. The principal element that gives to labor its dignity is its voluntary character. There was nothing ennobling about the toil of the slave, crouching beneath the lash; there was nothing ennobling in the work of the serf, bowed down by the weight of centuries; there is little of the dignity of labor in the forced work of the convict or of the man toiling under the padrone system; there is, indeed, little dignity and nothing ennobling in the work of any man whose earnings of today are absolutely necessary that he may live tomorrow. The greater the initiative and the more complete the independence of the worker, the greater the pleasure in his work and the more ennobling it becomes.

"The great new fact of American labor is its organization. The workingman has joined with his fellow workman and has obtained as a right, not as a privilege, higher wages, shorter hours, and better conditions of life and labor. Finally, through the trade agreement, he has secured the right to be consulted as to the conditions under which his work shall be performed.

What Trade-Unionism Has Done.

"In the pursuit of its ideals trade unionism has justified its existence by good works and high purposes. At one time viewed with suspicion by workman and employer alike, it has gained the affection of the one and the enlightened esteem of the other. Slowly and gradually it has progressed toward the fulfillment of its ideals. It has elevated the standard of living of the American workman and secured for him higher wages and more leisure. It has increased efficiency, diminished accidents; averted disease; kept the children at school; raised the moral tone of the factory, and improved the relations between employer and employed. In doing so it has stood upon the broad ground of justice and humanity. It has defended the weak against the strong, the exploited against the exploiter. It has stood for efficiency rather than cheapness, for the producer rather than production, for the man rather than the dollar. It has voiced the claims of the unborn as of the living and has stayed the hand of that ruthless, near-sighted profit seeking that would destroy future generations as men wantonly cut down forests. It has aided and educated the newly arrived immigrant, protected the toil of women and children, and fought the battles of the poor in attic, mine and sweatshop. It has conferred benefits, made sacrifices, and, unfortunately, committed errors. I do not conceal from myself that trade unionism has made its mistakes. No institution fully attains its ideal and men stumble and fall in their upward striving; but I submit to the judgment of every unselfish, impartial mind that the trade union, like every other institution, should be judged by the good it does, and I ask if there is a man so blind to the truth that he will not confess that the trade union movement has done much to elevate the men, women and children of labor and to protect the great mass of the people who are least able to protect themselves.

"The trade union movement is primarily and fundamentally a moral movement. While attention is attracted to it by its strikes and its struggles, yet the battles it fights in defense of the poor and the helpless are but phases of the greater movement that is making for the mental, the moral and the physical development of all our people."

Injunctions against the boycott, being powerless to compel patronage of unfair concerns, will always be futile as long as the spirit of fair play exists among men and women.

WHEN WILL THE WAR END?

The war will end when the democratic nations of the world have broken the back of Prussianism and German autocracy, and it can not end until then. When the armies of the free nations have trampled under foot the militarism of Germany the war will end. Germany must be whipped, and when we say that it means also, Austria-Hungary and the rest of the nations who are lined up with Germany. The fact is that these nations are even now no more than subject colonies of Germany with German influence in absolute control. Therefore, the whole structure composing the central powers must be broken down and not one stone left upon another.

The war will end when Germany has been compelled to make full and complete reparation for everything it has done to Belgium, to Poland, to Roumania, to Serbia and to all the other small nations that have fallen under its military hoof. Germany must make reparation to France for all the destruction and misery, and the suffering that it has spread throughout that land.

The German people—not the present government—must be brought to a position where they can and will guarantee the future peace of the world, and the war will not end until this is done. The present imperial German government has no place in this plan, because no people in the world now would be willing to accept or believe any promise it might make.

And the United States is going to bring this about. The United States is to be the deciding factor that will settle for all time the question of whether autocracy or democracy shall predominate throughout the world.

We entered this war fifteen months ago, and in that time gigantic things have been accomplished. We have raised, equipped and sent to France more than one million soldiers, trained and ready for service and supplied with everything they needed. Other millions will follow as fast as they can be transported.

When the American troops began landing in France, the ports were crowded and jammed, so that it was impossible to unload the transports without many days of delay. In one instance it is known that one American transport was compelled to remain outside a French harbor for nineteen days awaiting an opportunity to unload at a dock. This meant a loss of almost another round trip. But all of this has been changed. The Americans have built their own docks and wharves and their own warehouses. They have built hundreds of miles of double track railroad to transport these supplies from the ports to the troops in the field. They have taken 22,000 American freight cars and 1600 American locomotives from this country to run on the American railroads of France. Recent figures given out at Washington show that 45,000 Americans are employed on American railroads there. And this is but one feature of the wonderful achievements of Americans in the fifteen months that we have been in this war.

A nation that can do these things can do anything. It can break down the awful German military rule and make the world safe for democracy. That is exactly what America proposes to do, and when that is done, the war will end.—United Mine Workers' Journal.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Value of Publicity Known to Packers.

That meat packers appreciate the value of publicity is shown by the quick manner Swift & Company issued a thirty-page pamphlet in which denial is made of the federal trade commission's claim that the packers have stifled competition and attempted to block investigation by the government.

The commission stated that the interests of the "big five" packers—Swift, Wilson, and that they control subsidiaries interested and that they control subsidaries interested in public service, land development, stock yards, cattle loans, rendering, cotton oil, publications, terminal facilities, banks, packers' machinery and supplies, cold storage and ware houses, slaughtering, railroads and canning.

The packers are charged with being conspirators and the commission says its investigators have been met by schools for witnesses where packers' employes were coached, letters were destroyed and returns demanded under the law falsified.

"Some show of competition is staged by the five great packers," it is stated, "but that is superficial and unreal."

Swift & Company enters a general denial of these charges, and the commission is blamed for resorting to "sensational methods," "adroit construction" and omitting "scores of salient facts."

It is evident that the commission's report hurts, and Swift & Company, who conduct a large newspaper campaign throughout the country, print extracts from many newspapers condemning the commission's attitude toward the packers, who assure the public they are tremendously injured.

All of which is undoubtedly true.

Women on Iron Work is Paying Project.

The National Industrial Conference Board has been investigating the question of women in metal trades and finds that employers, as a rule, favor this plan from the standpoint of economy and do not consider the question in its broader significance.

The board represents seventeen organizations of employers, including such units as the National Association of Manufacturers, National Founders' Association, and the National Council for Industrial Defense.

The board says that the opinion of manufacturers is chiefly related to their factory experience. "Further evidence," says the board, "that the question was seldom considered in its broader significance is furnished by the fact that forty-four employers replied merely 'yes' to the question regarding the desirability of the wider introduction of women, without further comment or discussion."

An exception to this rule was noted in the case of a firm employing 205 women.

"The future of the race depends absolutely upon the moral strength of the women and if the employer of labor is not of the calibre that builds this moral strength, there is great danger in the employment of women."

The board refers to this declaration as "a very conservative attitude."

One employer of 500 women reports that women "are more open in accepting prices for piece work," and the board finds that although women workers talk more about what is unsatisfactory to them, "the maintenance of permanent organizations by women has been exceptional."

Anti-Union Employers Must Change Tactics.

In his new book, "The Russian Upheaval," Prof. Edward A. Ross, former president of the American Sociological Society, makes this suggestion to anti-union employers:

"The labor-fighting, labor-crushing policies which many employers' associations delight in are an anachronism, and those who persist in them should be tolerated about as long as smokers are tolerated in a powder factory. The normal means by which workers protect themselves from exploitation is collective bargaining, which presupposes the union.

"In the production of resentment it makes very little difference whether the working men are deprived of the right to organize by the government of a Czar or by employers' associations. The economic effect is the same.

"The ruthless 'hire and fire' practices of American industry should be replaced by decent methods considerate of the interests and feelings of the employes. Co-operation should be welcomed as the natural and reasonable thing. All the aspects of a business which concern labor should be considered and settled by joint boards in which employer and employe have equal representation. Means should be employed which will give wage earners an interest in the prosperity of the concern. Only by some such right-about-face on the part of American capitalists will it be possible to avert a calamitous class strife which will shatter the foundations of our national prosperity."

Low Wage for Miners Reducing Man Power.

At a meeting of officers of the United Mine Workers of America, district presidents and secretaries, Fuel Administrator Garfield refused the request of these workers for wage increases, and said that if the miners and coal operators agreed on wage increases he would veto it.

The miners then prepared a statement of their position and forwarded same to the fuel administrator.

"Again and again," say the miners, "we will come to you on behalf of the miners."

Present mining conditions have been intensified by the fuel administrator's abolition of the bonus system. The miners are not favorable to this system, but they show that their wages have been reduced, the cost of living has steadily increased, and "the prices of shoes, food, clothing, rent, etc., have gone higher and higher to a degree unforseen and unexpected when the present agreement was consummated." In the anthracite region, especially, thousands are not getting a wage sufficient to guarantee a decent living, it is stated.

The anthracite district has lost 30,000 miners through the draft, enlistments and by inducements offered in other industries.

"Shall the present inefficient force be further depleted?" the miners ask. "The mine

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Thirty-six per cent. of the employes of the Government of Great Britain, outside the munition factories, in January, 1918, were women, according to an announcement by the Department of Labor. It is estimated that in all lines of work 1,442,000 women have stepped in to fill the depleted ranks of industry, and nearly three-quarters of this number work for the Government.

Women street-car conductors in London, England, refused recently to take out their cars until they had been granted a 5 shilling a week bonus which had been given the men but not the women. The women secured the active support of the men conductors and drivers, who struck in sympathy. As a result of the tie-up, many munition workers and business men were unable to reach their places of employment.

Arthur Henderson, Charles W. Bowerman, secretary of the British Trade Union Congress, and other members of the House of Commons recently applied for passports to Switzerland for a conference there with Pieter Troelstra, the Dutch Socialist leader, regarding letters received from Socialists in enemy countries. The war cabinet, after discussing the request, decided that it was inadvisable to grant passports enabling persons in Great Britain to meet persons abroad who have passed through enemy countries. The Parliamentary Committee of the Trade Union Congress and the executive of the Labor party debated this refusal and passed a strong resolution of protest.

It is becoming more and more difficult to obtain clothing in Belgium, according to the Belgian Bulletin, received by the Department of Labor, which says that persons who have been thrown out of work may secure on easy terms, once a year from the charity clothing club, a dress or an overcoat. A Belgian, interned in Holland, obtained permission to wear civilian dress. His wife, who had remained at Verviers, joined him, and he wrote recently: "My wife has come with my personal effects. However, before she left, a number of persons came to her and offered her for my Sunday suit and overcoat 500 francs ($100); for a pair of velvet trousers, which cost 7 francs ($1.40) before the war, 40 francs ($8); for my shoes, 250 francs ($50); etc."

Germany will have a serious labor problem in the days to follow the war, according to information which has reached the United States Department of Labor. Latest reports indicate that the number of unions has declined from 771 to 450 since 1913, and that the membership of the Berlin Central Labor Union has fallen from 302,000 to 130,000 in the same time. Hamburg's 130,000 trade-union members in 1913 have been reduced to 47,000 now, and Dresden's membership of 96,000 has been cut in half. The great wastage of German man power in the war not only means a future danger but has led to widespread troubles in Belgium which, according to Lieut. Henry De Man, of the Belgian Army, who spoke before the Boston Central Labor Union, caused the greatest labor strike in the world. More than 1,000,000 organized laborers of Belgium, he said, refused to do any work for the Germans.

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Bertelsen, Bertel	Marx, Thorwald B.
Carlson, Joe	Meyer, Karl
Carlstrand, Gustaf	Nielsen, Niels -751
Ellegaard, M.	Olsen, Sigvald
Hansen, Gotfred	Palken, G.
Holmstrom, Carl A.	Seyfried, M. -2962
Houge, Anton	Sorenson, Sam
Krane, I.	Swansen, Carl
Martinsson, E.	

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Anderson, Chester	Lauritjen, Ole
Anderson, Andres	Lechemus, Bill
Andresen, Hans	Lill, Karl
Aalto, Harry	Larson, Gust.
Andree, E. -1410	Maloney, Jack
Anderson, Otto K.	Mutka, Anton
Anderson, C. L.	Muda, Gust
Anderson, Whitle	Moller, Earl R.
Aalto, K. A. -1341	Miller, John
Breien, Hans	Monterra, John
Berg, John	Morrison, Philip
B. p. -1333	Metz, John
Brant, Max	Moberg, Karl G.
Beier, John C.	Nilsen, Nils E.
Brown, G.	Nordling, Frank
Benson, W. F.	Nissen, Carl
Clay, Henry	Nurmi, Taini
Carlera, P.	Norris, W. J.
Collins, Ed.	Nelson, C. R.
Carlson, R. C.	Norstrom, Hans
Dahlman, C. H.	Nelson, Hans
Drasbeck, Karl	Nanta, A. A. Hendrik
Erickson, Chas.	Olsen, Ole W.
Emmerz, Joe	Olsen, Thorlief
Erdt, Anton	Olsson, Fred
Eklund, Swen	Olsen, Andrew
Folvig, Ludvig	Pederson, Carl
Folvig, John	Pettersson, T. -1734
Fosberg, Leonard	Pitkin, V.
Fulger, M. J.	Persson, B. S. -754
Gundersen, Fred	Peterson, K. E. -903
Gougat, F.	Pederson, John
Grassen, Joe	Peterson, Hugo
Gronlund, O. -414	Paterson, C. V.
Galleberg, Martin	Rhode, Carl De
Gundersen, C. A.	Roed, Hjalmar
Gunerud, Thorvald	Rudt, Walter
Gustavesen, Karl	Ronald, Peter
Holmstrom, Frits	Rivera, John
Hoversen, Carl	Rajala, Victor
Holmstrom, Hjalmar	Rohl, Chas.
Horlin, Ernest	Rohe, Chas.
Hansen, Adolph	Raaum, Harry
Hansen, Aksel	Raun, Einar
Hartog, John	Stratton, Ross M.
Hoek, A.	Svensson, Nikolaus
Hedman, John M.	Shileman, F.
Irmy, Fred	Sandberg, N. A.
Johansen, Fritz	Stringer, E.
Johannson, N.A. -1604	Sanders, Chas. -1077
Johnson, Ole	Shep, Pete
Johnson, Chas. A. -2044	Seppel, P.
Johanson, Anton -2230	Schroeder, Alfred
	Terkki, Arthur
	Tahtinen, Hj.
Jonassen, Johannes	Thompson, Alex
Johnsen, H.	Tilitrom, Chas.
Johnson, Carol E.	Thirup, C.
Koff, Michael	Veckenstedt, W.
Kopatz, Oscar	Westergaard, L.
Kruger, G. -934	Williams, Edward A.
Karlson, Olav	Wichman, C. H.
Lindquist, R.	Warkala, John
Letchford, A.	Zunderer, Theo

Portland, Or., Letter List

Anderson, Martin	Laatzen, Hugo
Anderson, Albert	Larsen, Hans
Albertsen, Peter	Leens, E.
Anderson, C.	Miller, Harry
Bohm, Franz	Mikkelsen, Harry
Brandt, Arvid	Mattsen, S. H.
Carlera, Peter	Nurm, John A.
Carlson, Carl G.	Nogat, E. G.
Danielsen, Eric	Nelson, A. S.
Dahl, Ludwig J.	Nelson, Harry
Elliot, Austin E.	Nelson, Fritz
Eriksen, C.	Ogilvie, Wm. A.
Guildersen, W. E.	Olson, J. W.
Guthrie, V. A.	Olson, Samuel
Geiger, Joe	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, S.
Henricksen, Christian G.	Palm, P. A.
	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Fredrik H.
Halligan, Thomas	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
Johnson, Karl	Siebert, Gust
Jorgenson, Earl	Sarri, O.
Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Samuelsen, S.
Johnson, Jonas	Stysman, Emil
Jakobsson, K. J. W.	Tuhkanen, Johan J.
Kase, A.	Thoresen, Ingwald
Kaskinen, Albert	Thompson, Andrew
Kristensen, Wm.	Westengren, C. W.
Kelly, Wm.	Warren, Geo.
Knofsky, E. W.	Willing, Wm.
Knutsen, Ragnwald	Ylinen, S. V.
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Pacific Coast Marine.

Concessions have been made by the Government in the interest of having foreign vessels carry fish from Alaska to coast ports.

It is estimated that it will cost half a million dollars to repair the Osaka Shosen Kaisha steamship "Canada Maru," which came so near destruction on the Cape Flattery rocks.

Eighteen of the forty wooden vessels built and building by the Foundation Company at Portland and Tacoma have been chartered by the Thorndyke-Trenholme Co., managing agents of the French owners, to various concerns.

The Monticello Steamship Company has purchased the twin-screw steel steamer "Asbury Park" at a reputed cost of $200,000 to add to its fleet of San Francisco-Vallejo vessels. The ship will be brought from New York at once through the Panama Canal. It will be the largest and fastest steamer on the bay.

Representatives of the Emergency Fleet Corporation to promote good relations between workers and employers in shipbuilding districts were announced during the week. They include: H. A. Brotherton, of San Francisco, for California yards, and Henry W. McBride, ex-Governor of Washington State, for all Washington yards.

The first unit of the new five-unit dry dock built at Port Blakeley for the Skinner & Eddy Corporation has been delivered at that plant. The unit is 90 by 125 feet. The completed dock, with its five units, will be 400 feet long by 15 wide. It will be capable of lifting 17,000 deadweight tons. The fifth unit is expected to be delivered in November.

The Pope Shipbuilding Corporation, Los Angeles, has been incorporated with a capital of $1,000,000 to construct and operate a plant near Newport Beach. It is negotiating a lease covering about thirty acres of waterfront property, and plans to build both steel and wood vessels. E. D. S. Pope, Frank Scoville and William M. Loftus, Los Angeles, are the incorporators.

A new departure in Seattle shipbuilding activities was the completion recently of a 500-ton concrete scow by the Inter-Ocean Barge & Transportation Company. The craft has been chartered to the Border Line Transportation Company, for service between Seattle and British Columbia ports. Returning from her maiden trip, she carried 1060 measurement tons of box shooks.

C. F. Alexander, president of the Pacific Steamship Company, has been notified that he has been named by the American Steamship Association to serve on a special committee named by that organization to prepare views on the possible means of utilizing and operating the 3000 steamers which will be at the disposal of the Shipping Board at the conclusion of the war. Alexander has accepted the appointment.

Eleven new lights were established in Alaska by the Bureau of Lighthouses since June 30, 1917, according to an announcement by Secretary Redfield. Three lights were changed from fixed to flashing, and one gas buoy, twelve buoys of other types, and five beacons were established. Before the present season is over sixteen additional new lights will be established, as well as two new gas and bell buoys and an unlighted daymark.

Close to 6000 employes of the Mare Island (Cal.) Navy Yard participated in a big celebration on September 4 in honor of the completion of the champion destroyer "Ward." The parade started at 8:30 o'clock. Lieutenant W. T. McNiff, U. S N., was grand marshal. Speeches were made by the naval officers and by local city officials. A street dance was held later. The "Ward" was completed in 108 days, the fastest built man-of-war in the world.

The job of floating the steamer "Afghan Prince," ashore on Gabarus Shoal, Cape Breton, has been given to the Maritime Wrecking & Salvage Co. of Halifax. Superintendent Reid is now at the scene of operations. If the weather continues good Captain Reid has good hopes of floating the big freighter. A quantity of tobacco and alcohol from the ship's cargo has been landed at Louisburg by naval patrol boats and shipped to the Furness-Withy agency at Sydney.

The timber scaled in British Columbia during the first six months of 1918 totaled 772,446,607 feet. In 1917 the scale reached 662,407,441 feet for the first six months, compared with a total of 509,383,498 feet of the same period of 1916. This is an increase over 1916 of over 50 per cent. Considering the scarcity of skilled woods labor this showing is a remarkable showing. The lumber cut for the province in 1917 was approximately 1,600,000,000 feet.

Wooden ship builders of Portland have organized the Oregon Wood Ship Builders' Association, for the purpose of restoring the merchant marine of the country and to promote the wooden ship industry in the Northwest. Officers elected were: President, F. C. Knapp, Peninsula Shipbuilding Company, Portland; vice-president, E. W. Wright, McEachern Shipbuilding Company, Astoria; secretary, George E. Low, Supple-Ballin Company, Portland; treasurer, Erick V. Hauser, Grant Smith-Porter Ship Company, Portland.

Another 12,000-ton steel freighter will be launched at the Alameda (Cal.) plant of the Bethlehem Shipbuilding Corporation about the middle of September. The exact date for the launching has not been set, though efforts will be made to have the event take place Sunday, September 15. Kirby S. Heckt, harbor engineer for the city of Oakland, is preparing an exhibit for the land show, which will show in detail Oakland's big water front from the tidal canal down the estuary and around the Key Route basin to Emeryville.

During the month of August twenty-four vessels and two rafts laden with lumber and logs from the Lower Columbia River plants sailed for California, and their combined cargoes amounted to 29,050,000 feet. Two vessels carrying 1,747,926 feet sailed for foreign ports. In the same period seven vessels loaded 3,358,256 feet at the upriver plants, making a grand total of 34,156,182 feet of lumber and logs which left the Columbia River in cargoes and rafts during August. In addition to this, 583,358 shingles were shipped from Astoria to Honolulu.

Captain Donald S. Ames, assistant inspector of hulls and boilers at San Francisco, has been appointed local inspector of hulls and boilers for the port of Seattle, to succeed Captain William Fisher, who has been appointed supervising inspector of the Eleventh District, which comprises Washington and Alaska, according to a communication by Captain John K. Bulger, supervising inspector for the First District. Captain Bulger has recommended that Fred W. Richardson, assistant local inspector of hulls and boilers at Boston, be transferred to San Francisco to succeed Captain Ames, and has recommended that Captain T. J. Sullivan, assistant local inspector of hulls and boilers at New Orleans, be transferred to San Francisco to succeed Captain Arthur P. Gilbert, who was commissioned Lieutenant Commander in the naval auxiliary.

Eight salmon canning companies in British Columbia have consolidated under the name of the Northern B. C. Fisheries, Limited, capitalized at $2,000,000. The concerns that have been merged are the Draney Fisheries, Limited, Namu; Kimsquit Fisheries, Limited, Kimsquit; Tallheo Fisheries, Limited, Bella Coola; Skeena River Commercial Company, Limited, Port Essington; Port Edward Fisheries, Limited, Port Edward; Kincolith Fisheries, Limited, Mill Bay; Portland Fisheries, Limited, Kumeon; the Namu Box Company, Namu. The purpose of this amalgamation is primarily to stabilize the earnings of the various companies involved. It frequently happens that a cannery at one spot has a very lean season, and a cannery at another spot equally strategically situated has a very profitable season. By those interested in the constituent companies pooling their interests they are reasonably assured of constant dividends, provided a poor season does not obtain throughout the entire northern district.

As a means of relieving the pressure upon Eastern coal, the United States Fuel Administration has arranged a test of State of Washington coal in Chilean industrial plants. Trial cargoes were recently shipped from Puget Sound to Chile. The coal cargoes were accompanied by fuel experts who will conduct the experiments. Hertofore the coal for Chile has been taken from the mines of West Virginia, Pennsylvania, and Maryland, which mines are now carrying the heaviest burden in producing coal for Government uses. It is estimated they are 14,000,000 tons behind the production required from them to meet the war demands. To remedy the shortage of coal in Argentina, shipments are now being made from South Africa. The prejudice against South African coal in Argentina, caused by the poor quality of shipments sent a few years ago, has now been overcome and South African coal shippers hope soon to obtain a contract for the Argentine Navy, though, as yet, freight rates to and from American ports, when transports are available, operate against shipping centers in the Cape Province and Natal.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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Telephone Hanover 240.
ASHTABULA, O.....85 Bridge Street
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....44 Shelby Street
Telephone Cherry 342.
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

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PAUL SCHARRENBERG.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 11, 1918.

SUCCESS TO THE CHIEF!

Mr. John H. Rosseter, recently appointed Director of Operations of the U. S. Emergency Fleet Corporation, left his home town, San Francisco, during the past week for Washington, D. C., to tackle one of the biggest jobs ever assigned to a mere man.

In brief, Mr. Rosseter's job is to make it possible for our great new merchant fleet to continue in full operation when peace has finally been declared and when the great maritime nations of the world will resume the old struggle for commercial supremacy upon the seas.

Before leaving Mr. Rosseter made it perfectly clear that he is not in sympathy with the minority group of Americans who have always maintained that success in ocean-carrying competition can be had only by employing "cheap" labor.

In an address at a banquet tendered in his honor by the San Francisco Chamber of Commerce, and again in an informal talk before the Waterfront Workers' Federation of San Francisco, Mr. Rosseter laid emphasis upon the fact that he would not, if it were in his power to do so, lower the wage or the prevailing standard of living of American seamen. In addition, the new Director of Operations left no doubt regarding his attitude toward Chinese crews. He told the merchants in the Palace Hotel and the workers in the Labor Temple exactly the same story. He is opposed to the employment of Chinese seamen on American ships and confidently believes that competitive odds in this respect can be met and overcome by American system and efficiency.

Mr. Rosseter believes our greatest competitors will be Great Britain, Japan, and the Scandinavian countries. His general attitude is that it will doubtless require much hard work (principally "pull together work") to meet and solve this tremendous task before the American people, but he is full of real optimism as to ultimate results. He thinks it can be done. And his whole life's work in the shipping business should be a guarantee that he is "the man" to do it.

In the performance of his duty Mr. Rosseter will have the loyal, hearty and active co-operation of the organized American seamen. Whatever can be done by the International Seamen's Union of America to restore the Stars and Stripes to its rightful place will be gladly and willingly done. And it will be a genuine pleasure to work toward the goal with such a man as Mr. Rosseter.

American ships—manned by American crews—visiting all the ports of the world and sailing every corner of the seven seas employed in profitable trade, that is the common goal. Is it not worth striving for by us all? Is it not, next to winning the war, a great and splendid object for all Americans?

Yes, indeed, it is an aim worthy of a great nation. It is a task in which red-blooded men can enthuse. And, finally, it is work that "must" be done—for the future welfare of our Republic demands it!

Here's success to Jack Rosseter, the San Francisco boy, who has been called upon to do it.

TRAINING MERCHANT SEAMEN.

The Shipping Board, through Edward N. Hurley, Chairman, has authorized the commissioning of a training-ship on the Great Lakes, for the training of apprentices as seamen, firemen and cooks on Lake cargo carriers. The ship will be based at the station to be established at Cleveland, under the direction of Captain Irving L. Evans, of Cleveland, Section Chief of the Board's recruiting service for the Lakes.

This service, of which Henry Howard, of Boston, is director, is now training 3,000 men a month for the new merchant marine, on a fleet of training vessels maintained in Atlantic and Pacific waters. The Lakes vessel will be the thirteenth in the Board's training fleet.

The training of men by the Government for service on the Great Lakes is a novelty. It was ordered by the Shipping Board, through Chairman Hurley, as one means of meeting demands of the organized sailors, firemen, oilers and watertenders who had voted to strike for patriotic reasons in order to compel the Steel Trust-controlled Lake Carriers' Association to co-operate with the Government.

Recruiting of apprentices for the Great Lakes training ship will be carried on in the same recruiting stations of the Board that are now providing large numbers of young men for coastwise and overseas ships. The Board has nearly 2,000 of these stations in the seven Stations touching the Lakes.

It is certainly a most gratifying record that there has been splendid and close co-operation between the International Seamen's Union of America and the U. S. Shipping Board's Recruiting Service from the very outset.

Conferences have been held from time to time and the threshing out of many problems has always cleared the way for a still better working arrangement between the Recruiting Service and the various District Unions.

The issuance of the historic Call to the Sea by the organized seamen has helped materially to bring about desired results.

That young America is fully alive to the "Call of the Sea" is forcibly demonstrated by a jump of more than 50 per cent. in recruiting for the merchant marine during one week. The latest weekly report from the recruiting service of the Board shows that in the seven days following the announcement of the acceptance of men for the merchant service outside the former draft age, the number of apprentices on the Shipping Board's training ships rose from 3,125 to 4,846. The training station at Seattle, which has two cruising ships, showed a phenomenal gain. The San Francisco station, which has only one recruiting ship, showed an increase from 561 to 681. Boston, base of the Atlantic training squadron, which has three crusing ships, showed an increase from 2,178 men to 2,366.

STOPPING THE ENGINES.

The British Board of Trade has issued a notice to shipowners pointing out the importance of being able to stop engines of a vessel when a casualty has occurred. The notice calls attention to the fact that cases have occurred, when vessels had been torpedoed and in immediate danger of sinking, in which, either through an escape of steam in the engine- and boiler-rooms or through the flooding of the engine-room, it has been impossible to stop the engines. As a result there has been needless loss of life because, owing to the speed with which the vessel was moving through the water, the ship's boats could not be launched or, if launched, were capsized on reaching the water. It is pointed out, therefore, that means be provided in all steamships of stopping the engines from the deck or the engine-room skylight hatchway. The Board of Trade suggests that this can be done readily in any of the following ways:

1, By connecting a wire rope to the throttle valve lever (or lever on the governor spindle in some cases) and leading it to a point in or near the engine-room skylight hatchway, from which position the lever can be operated and the throttle valve shut, the rope normally being slack to admit of the free movement of the lever in maneuvering the engines;

2, By a simple arrangement of rods and wheel connected to the engine stop valve of each main engine for shutting this valve from the position described in (1); or

3, Where there are few boilers, by fitting rods from the boiler stop valves to the top of the boiler casing, with suitable hand wheels for closing those valves from that position.

The Board of Trade strongly urges that one of the above means of stopping the engines be provided at the earliest opportunity. Care should be taken that the arrangement is such as not to interfere with the necessary maneuvering of the engines as may at any time be required at sea. The gear should be well tried after being fitted, in order to see that it fulfils its purpose effectively; and, if hand wheels are used for closing the valves, they should be so marked as to show how the valves are opened and shut.

Cases have also occurred where a ship has been torpedoed or mined at the forward end, and, in consequence, has trimmed so deeply by the head that the propeller or propellers have been almost clear of the water and have continued revolving while the boats were being launched. This has in some cases caused the destruction of some of the boats with loss of life. Before the engine-room is abandoned in such cases, it is important that the steam be entirely shut off the engines, the circulating and air pumps stopped (if separate from the main engines), and every effort

made to destroy the vacuum in the condensers, and thus to prevent, as far as possible, any further movement of the propellers. A simple and inexpensive device for destroying the vacuum would be an air inlet cock or valve on the condenser which might be made to be operated from below and from the same position as the emergency steam controlling gear.

THE FOURTH LIBERTY LOAN.

The campaign for the Fourth Liberty Loan will begin September 28 and close October 19. The result of the loan will be watched with keen interest in Europe, not only by our associates in the war against the Teutonic powers but by our enemies. It will be regarded by them as a measure of the American people's support of the war.

The Germans know full well the tremendous weight and significance of popular support of the war, of the people at home backing up the Army in the field. As the loan succeeds our enemies will sorrow; as it falls short they will rejoice. Every dollar subscribed will help and encourage the American soldiers and hurt and depress the enemies of America.

The loan will be a test of the loyalty and willingness of the people of the United States to make sacrifices compared with the willingness of our soldiers to do their part. There must be and will be no failure by the people to measure up to the courage and devotion of our men in Europe. Many of them have given up their lives; shall we at home withhold our money? Shall we spare our dollars while they spare not their very lives?

An idea of the work of the entente allied navies in European waters is shown by figures on the part taken by American destroyers from one base in April, May and June of this year. These destroyers, which form only a part of America's fleet in European waters, escorted 121 troopship convoys, consisting of 773 ships, in that period. During the same time they escorted 171 merchant convoys, consisting of 1763 ships. When it is considered that the American Navy in that period did only 27 per cent. of the convoying and that the figures represent only the work of destroyers at one base, it may be seen what a tremendous task is being performed by the allied navies. There are at present 155 ships flying the British flag carrying American troops exclusively. In August more than 250,000 American troops arrived in Europe. Of this number the American Navy convoyed 34, the British navy 65 and the French 1 per cent. Permission to publish the foregoing facts and figures has just been received.

Seamen between the ages of 18 and 45 should bear in mind that Thursday, September 12, is National Registration Day. All, including natives, naturalized citizens and aliens, are required to register. Seamen arriving in port after this date must register upon arrival. If in doubt regarding your duties in this respect call at the office of your Union and secure reliable information.

You can't teach a "new" trade unionist old tricks. He insists upon learning in his own way and at the cost of his own bumps.

Become a stockholder in the United States—buy war-savings stamps.

THE PROPS OF AUTOCRACY.

Professor Jordan Excoriates "Kultur" and says "Every German Privilege Rests on Royal Favor."

"Every German privilege rests on royal favor, and by royal veto it can at any time be taken away," says Professor David Starr Jordan, of Leland Stanford University, California, in "A Letter to Americans of German Origin," which is published in The Public.

The writer says he has not a single German ancestor, but he has given lectures in Germany in behalf of democracy, "and in what I thought and hoped was the German language."

"This experience showed me," he says, "that the spirit of '48 was still alive in Southern Germany, at least, and ready to burst forth when the time should come.

"The tireless researches of German science," he continues, "and patient docility of German society have given the theory and practice of absolutism, or 'monarchical order,' a hold it never had in England or in France.

"But no German-American can have any real love for the Prussian dynastic machinery. He may feel a deep personal sympathy for his cousins who are forced to suffer or die to support it. Such sympathy is most natural and honorable. But the need for it is part of the tragedy itself. Those friends of his have fallen at the dictate of absolutism and for the maintenance of an unscrupulous dynasty.

"This war once started has gained in motive as well as in momentum. Its final end must rid the world of the menace of aggressive dynastic militarism.

"The Prussians have killed war. They have made it too wicked for human comprehension. They have set aside all other gods to worship at the shrine of military necessity.

"Let us consider certain definite facts: Prussia has virtually swallowed the rest of Germany. Austria has become her vassal, Turkey her hired tool and Bulgaria a more or less unwilling accomplice. Prussia is organized as no other State has ever been before for repression at home and aggression abroad. Prussia knows no right or wrong. She is at the mercy of an aristocratic-military-plutocratic clique, of which the Kaiser is at once the agent and the victim. He is the leader only when he leads along the way they have marked out for him.

"This clique brought on the war. The authors of the Serbian ultimatum were in the plot and the deed was consummated in the hurricane of lies. One of the most absurd of these fables was that the war was the work of King Edward VII (of England), through whose machinations innocent Germany has been surrounded by a ring of iron. The real truth, as you know, is that Germany, since 1871, has been organized as a war machine, and the mind of the nation has been perverted and poisoned by cheap visions of military glory, with a golden shower of indemnities to boot.

"The system of subservience known as kultur pointed directly towards expansion by conquest. Kultur, or monarchial order, is a system of discipline enforced from above. It means complete military as well as industrial regimentation, and complete subordination of the individual to the dynasty and the State. It is ruinous to individual development, destructive to initiative, and it plays into the hands of the privileged classes generally, whose serfs are the people. To these, relative security without hope is granted in place of freedom and initiative.

"There never was an autocratic court which was not corrupt to the core. There could never be one, for its very essence consists in exercising a power the people never delegated, by men they have never commissioned. Under such a rule, in the different States of Germany, the mases have no rights. Every privilege rests on royal favor and by royal veto it can at any time be taken away.

"Moreover, the watchword of 'monarchial order' is perfection. Every institution, army, church, school, university, society is perfect from the start. 'The State can do no wrong.' It is thus immune from crimes or blunders. Perfection, however, is the perpetual enemy of progress. The perfect State is stalled in the bogs of the Middle Ages. Democracy means progress, and no real progress is possible until the obsession of perfection is dissipated.

"Democracy knows nothing of perfection. It has no finished products. It is a 'going concern,' deserving better things because ever moving towards them. Democracy does not mean good government—only better government. It is the gateway to freedom and justice, the gateway only—but there is no other. And justice means the control of one's own career, the opportunity to make the most of life for oneself and for society. The ideal of autocracy, or of the State-worship which it uses as a blind, is the opposite of this. A man, they say, is but 'a brick in the wall of an edifice, he does not see and cannot understand.'

"The waste of talent under the German system is as notable as the high specialization of the chosen few.

"'To be a soldier, pay taxes and keep his

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 3, 1918.
Regular weekly meeting came to order at 7 p. m., Frank Johnson presiding. Secretary reported shipping good.

Headquarters, San Francisco, Cal., Sept. 10, 1918.
Monday, Sept. 9, being Admission Day, the regular weekly meeting was therefore postponed to Tuesday, Sept. 10. A synopsis of the minutes of the said meeting will be published in next week's isue.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Sept. 3, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Sept. 3, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 3, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 3, 1918.
Shipping good.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 3, 1918.
No meeting. Shipping fair; members scarce.
ED. ROSENBERG, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 3, 1918.
Shipping fair; members scarce.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Sept. 3, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Aug. 26, 1918.
No meeting. Shipping dull.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 5, 1918.
No meeting; no quorum. Shipping good.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Aug. 29, 1918.
No meeting. Shipping fair.
J. MEADE, Agent pro tem.
Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

According to advices received from Honolulu, the United States Shipping Board has decided to carry the sugar crop to the mainland in steel ships and utilize wooden ships for the transportation of the pineapple crop. It is estimated that there will be about 100,000 tons of canned pines, and as all of the wooden ships are small carriers it will require a considerable fleet to bring the pines across. It is announced that 600,000 cases of these pines have been taken over by the Government for military use. All of the crop will have to be moved within five months, but from present indications it is expected that this will be accomplished. The island interests have agreed that all of the steel ships are to be given full cargoes of sugar, and that there will be no delay in the loading. If necessary, huge fleets of lighters will have to be employed at Hilo and other places, where the loading is done offshore. Recently a Danish motorship arrived at a Pacific port with 8000 tons of sugar.

Captain A. F. Pillsbury, district superintendent of the Emergency Fleet Corporation at San Francisco, announced that there would be no more multiple launchings at the local shipyards in the future. Each vessel will be launched as soon as it is ready to take to the water and the keel of another laid. It has been learned that there is a waste of time and efficiency when several vessels are launched simultaneously, and in order to keep a yard going with efficiency, the multiple scheme has been done away with. The new method will not be so spectacular, but the results will be better.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

To-day's biggest piece of news, in the labor world, is the order issued by Director General McAdoo to all officers and employes in the Railroad Service of the United States, that they are removed from further active participation in politics. Two million men are notified that henceforth they are neither to run for office—except for local school or park boards—or to manage the campaign of others, nor take part in any political convention, nor belong to any political committee, or solicit or receive funds, or contribute to funds collected by anyone in the Railroad Service, for any political purpose.

The order deprives the 2,000,000 railroad workers, as well as the railroad lawyers, of these particular political rights of ordinary citizens, because, in the words of the Director General, "Under Government control there is no inducement to officers and employes to engage in politics. On the contrary, they owe a high duty to the public scrupulously to abstain therefrom." And also "This policy is intended to secure to all of them (officers, attorneys and employes) freedom of action in the exercise of their individual rights, and, at the same time, to prevent any form of hurtful or pernicious political activity."

The same rule, substantially, was imposed by the Civil Service Act, many years ago, upon all persons in the Federal civil service. At that time the country had been scandalized by the manner in which the political gangs in Philadelphia had forced the Government employes to contribute regularly to the Republican campaign fund, collected in Government buildings by Government employes. There were in the entire country only 200,000 to 300,000 persons in the Federal civil service, and public opinion was in hearty sympathy with the act of Congress which denied to this small body of public employes the right to take part in organized politics, or to run for political office.

As the number of civil servants has increased, however, the question of safeguarding the political rights of these men and women has come up again. The taking of the railroads by the Government as a war measure was the signal for new debate on the matter, and it was generally felt that no administration would attempt to put the railroad employes under civil service restrictions; on the contrary, the employes themselves were confident, and the public seemed to understand, that the 2,000,000 men in railroad work would be active in politics both for their own interests as wage-workers and for the cause of permanent public ownership of the railroads.

"The approaching Federal and State elections," the Director General says, "including the primary contests connected therewith, make it both timely and necessary that the attitude of the Director General towards political activity on the part of officers and employes in the railroad service should be clearly stated.

"It was a matter of common report that railroads under private control were frequently used for partisan political purposes; that railroad corporations were frequently adjuncts of political machines, and that even sovereign States had been at times dominated by them. Contributions to campaign funds and the skillful and effective coercion of employes were some of the means by which it was believed that many railroads exerted their power and influence in politics. Scandals resulted from such practices, the public interest was prejudiced, and hostility to railroad management was engendered.

"Now that the Government controls and operates the railroads, there is no selfish or private interest to serve, and the incentive to political activity on the part of the railroads no longer exists.

"It is therefore announced as a definite policy of the United States Railroad Administration that no officer, attorney, or employe shall

"1. Hold a position as a member or officer of any political committee or organization that solicits funds for political purposes.

"2. Be a delegate to or chairman or officer of any political convention.

"3. Solicit or receive funds for any political purpose or contribute to any political fund collected by an official or employe of any railroad or any official or employe of the United States or of any State.

"4. Assume the conduct of any political campaign.

"5. Attempt to coerce or intimidate another officer or employe in the exercise of his right of suffrage. Violation of this will result in immediate dismissal from the service.

"6. Become a candidate for any political office. Membership on a local school or park board will not be construed as a political office. Those desiring to run for political office or to manage a political campaign must immediately sever their connection with the United States Railroad Service.

"I am sure that I can count on the loyal co-operation of all officers, attorneys and employes engaged in the operation of the railroads under Federal control, to carry out in letter and spirit the policy here announced. . . . Let us demonstrate to the American people that under Federal control, railroad officers, attorneys and employes cannot be made a part of any political machine nor be used for any organized partisan or selfish purpose.

"Let us set such a high standard of public duty and service that it will be worthy of general emulation."

To this argument there are some officials of the railroad brotherhoods and the organized shopmen who enter a most respectful but firm reply that the Director General has made a mistake; they say that there are a large number of their men already nominated, or running in the primaries, for Congress and for State legislative positions, and that these men cannot be deprived of the rights enjoyed, for example, by dollar-a-year or salaried men in the Food Administration, the Fuel Administration or the Shipping Board. At least, they feel sure that Mr. McAdoo, upon further consideration, will modify his order so as not to bring any actual discrimination against one group of workers.

Every one understands why the order was issued. Political opponents of Mr. McAdoo have charged that he was going to make the Railroad Administration a huge political army for the winning of the Presidential campaign in 1920, and he wants to discredit that story. At the same time he is understood to be most anxious that the political power used in the past and still secretly used by large numbers of railroad officials, in behalf of corporate interests, and against public ownership or operation of the railroads, shall be destroyed.

All the trade union leaders agree with him on these points. They point out, however, that by denying to all railroad employes, as well as to railroad lawyers and officials, the right to engage in politics, he is simply wiping out the biggest political support of public ownership, while he does not for a moment stop the corporate interests from putting up their own tools for election to Congress or to State offices. Most of the corporation lawyers will serve them in that way.

Since the order is issued, the unions of railroad employes will have to do what the postal employes have done—select political candidates from among their salaried union officials. Representative Van Dyke of Minnesota, for example, was separated from the railway mail service before he came to Congress. There have been dozens of ex-postmasters in the House in recent years, of course, although these have not represented postal employes' unions.

But this railroad order raises a bigger question: Will the Postmaster General order that the army of half a million telephone and telegraph employes obey the same rule? And will orders be issued, presently, covering in the same way the war workers in Government plants? If this is to be the case, then a very large part of the organized labor of the United States, and a very small part of the political lawyers and heelers in the country, will be deprived of the right to run for office or to take part in campaign activities.

Possibly some compromise will be reached, whereby political candidates and campaign managers may be given leave of absence without pay for a period of months, but may return to the service without loss of seniority rights.

* * *

At the moment when the 60,000 workers in sixty-six war industries plants in Bridgeport were preparing to nominate and elect their shop committees and their local board of industrial appeals, as provided in the plan of industrial democracy laid down in the award that was rendered last week by Otto M. Eidlitz, referee for the War Labor Board, some 3000 machinists have gone on strike. If the strike continues, most of the plants will be tied up. Local as well as international officers of the Machinists' Union have tried in vain to stop the strike movement. The local business agent, who begged the men to stay at work, was dismissed. The grievance is the failure of the award to give the men the four wage classifications they wanted. It establishes a sliding scale of wage increases based on open shop wages that have hitherto prevailed. Men getting 40 cents an hour will get 46 cents; men who got 41 cents will get 47 cents, and so on. Those who got 75 to 77 cents will get 78 cents an hour. The men refuse to continue to be paid by this method.

Yet the award provides a sure and reasonably prompt method by which they could secure the change to four wage rates without any stoppage of production. In every shop the workers were to elect a committee, and also to nominate delegates

to a general convention of Bridgeport war industries. This convention is to name candidates to be voted upon at a general industrial election for the Bridgeport war workers. This election will be held in booths in school houses. Three workers will be elected, to sit on the permanent board of local appeals. Before this board, which will include three employers and a chairman chosen by the Secretary of War and representing the Government, all disputes not settled between the shop committees and the shop management will be heard. Under certain conditions an appeal may be taken from the local board to the National War Labor Board. Besides shop committees and the local board, the workers will have a general committee made up of all the sixty-six shop committees, which will act as the central labor legislature for Bridgeport war industries. With this machinery at hand, the strike seems to War Labor Board officials to be particularly unfortunate.

AN ANALYSIS OF PENSIONS.

An interesting analysis of the situation as regards employes' pensions is given by John A. Fitch, of the Survey staff, in a recent issue of that paper. To stop the excessive turnover among employes, and to hold their good will, many big firms have instituted systems of pensions, based upon various conditions, and worked out in various ways. Some, like the United States Steel Corporation, have provided that the monthly pension is to equal 1 per cent. of the average regular monthly pay received during the last ten years of service, multiplied by the years of service. Thus, "an employe who has been 25 years in the service and has received an average regular monthly pay of $60 a month will receive a pension allowance of 25 per cent. of $60, or $15 a month." This plan is common among the larger railroads, and with slight modifications is used by a number of corporations.

A more ambitious plan is that of Sears, Roebuck & Co., the Chicago mail-order house. This requires a payment on the part of the employe who wishes to participate into an employes' saving and profit sharing fund, to which the company agrees to add each year a sum equal to 5 per cent. of its net earnings. It had been estimated that the company would pay into the fund $1.91 for each dollar paid by the employe. Instead, the profits have warranted the payment of $3.09 for every dollar paid by the employes. Thus, the employe who began paying into the fund $12.50 a month in July, 1916, when the plan was started, had to his credit in December $306.75. At the end of 1917 his share of the fund amounted to $943.66. That is, he had contributed $225 in 18 months, and the company had added $718.66. The employe must be three years in the employ of the company before he can participate in this plan, he may withdraw his contributions with 5 per cent. interest at any time, and can take out the whole amount after 10 years. Under plans like that of the Steel Corporation the employe must serve 25 years and be 60 years old before he can draw a pension. The pension ceases when he dies. Some companies pay a part of the pension to his widow and children under 16.

Yet, regardless of the plans and results, organized labor is skeptical and resentful. Mr. Fitch quotes one union publication as saying: "All of such schemes (the workers) are wont to look upon as merely on paper, and most of them they know to be designed to break up their organizations and make them as nearly as can be part of the running machinery of the various industries." An inkling of the reason for this comment appears in a quotation from another union paper: "Twenty years of continuous, faithful service are demanded by most pension-advertising corporations before a worker is entitled to a certain monthly or weekly allowance. Twenty years, during which time the slave must always be humble, never grumble, do everything demanded, never think of trying to better his conditions, be always satisfied, and never, never join his fellows in an organization for the purpose of enforcing demands he individually cannot obtain. And this is the kernel contained in the sugar-coated pension pill."

But the case against the industrial pension is even stronger than put by the union trade journal, as Mr. Fitch proceeds to show. For not only must the beneficiary surrender many cherished rights and privileges that distinguish the free man from the serf, but even that abasement and humiliation does not necessarily assure the pension. The companies retain the right to discharge the employe, and to abandon the system. Added to these hazards is the possibility of insolvency on the part of the company. Whatever may be the merits of these plans therefore, and however good the impulse that has brought them into being, they clearly are not compatible with that freedom of individuality and self-assertion that must have play if progress is to continue. Nothing has been better proven by experience than that concessions granted as a favor, when they should be accorded as a right, tend to create resentment on the part of those who receive and contempt on the part of those who give.

A pension worthy of the name, and compatible with self-respect on the part of the recipient must attach to the person, and not to the office or place occupied by the individual, and it should be absolutely free from dictatorial powers of the agency paying the pension. No one should have to forfeit his right to move about or change his condition in order to retain this insurance. All such plans will prevent the turnover of labor only as long as opportunities for employment are scarce. When the number of workers exceed the number of jobs a pension will be an additional inducement for the employe to remain where he is, but it will be at the cost of his self-respect. He will cast off the tie at the first opportunity; and meanwhile there will be rebellion in his soul.

The best that can be said for these private pension systems is that they tend to ameliorate conditions while a new order based upon fundamental principles is being established. It is not likely that many of the men who have been foremost among those who have worked out and established pension systems had any other thought than to benefit their employes. It is a mistake to charge unworthy motives to all whose actions result in evil. Ignorance is too general to warrant such a conclusion. It is a wrong economic condition that has made what appear to be tyrants and ingrates, but what are in reality victims of outraged nature.

The ill will and discontent in the industrial world are due not to evil-mindedness, but to unnatural conditions that have been brought about by unjust laws. Co-operation is the natural order. Since two men working together can produce more than twice as much as either working alone, it is to their mutual advantage to co-operate. And if both be free they will divide the gain satisfactorily. If, however, restraints be laid upon either, or upon both, the gain through co-operation is not likely to be shared equitably; and even though the division be fair, if it be made by one without the equal say of the other, there would still be discontent and unrest. In short, though employes want shorter hours, higher wages, and better conditions, they want first of all to be men and women.

It must be evident, therefore, that all such schemes as private insurance, profit sharing and industrial pensions will fail of their purpose because they savor of charity on the part of employers, and impose subserviency on the part of employes. All attempts to solve the problem along this line are doomed to failure because they are contrary to the instincts of human nature. Pensions, using the term in the sense of a gift by master to servant, have no place in a free society. But pensions, meaning insurance against want in sickness or old age, must be on the broad basis of citizenship, and must be accompanied by no thought of servility, obligation, or limitation of individual freedom. These conditions indicate government insurance, or an agency with the depth, breadth, and impersonality of government.—The Public.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

workers will not remain if they are not paid a decent living wage."

It is stated that there are 60,000 members of the United Mine Workers in the military service. In the coming months 14,000,000 tons of coal a week will be needed, and even with an adequate car supply it will be almost impossible to meet this requirement.

An Officious Official.

Roadmaster Boland of the Iowa and Dakota division of the Chicago, Milwaukee & St. Paul railroad does not bother about living wage declarations by the National War Labor Board, whose principles have been promulgated by the president.

Mr. Boland is monarch of all he surveys, and to prove he is "it," he has issued this statement to track employes:

"It has been called to my notice that a demand (or a request they call it) for an increase of wages is being made through the trackmen's organization, and I do not think many of you are cognizant of it. You all know I opposed this organization from its inception and told you of some of my reasons, but you organized, and the upshot of it is a demand (or request as you phrase it) on your Uncle Sam when he has his hands tied. Prussian organization trying to get his life blood. Do you call yourself patriots when you do this? You are not."

Senator Thomas Alarmed.

While defending his conscription-of-labor amendment to the draft law United States Senator Thomas expressed the fear "that the heads of organized labor, or many of them, propose to take advantage of war conditions to clinch the hold of organized labor upon the country."

The Senator, of course, did not include all organized labor, which permits of future alibis.

Senator Thomas represents Colorado, wherein is located Mr. Rockefeller's Colorado Fuel & Iron Company, a corporation that strangled every political and industrial power in that State four years ago, to defeat its organized mine employes. Strike guards were arrayed in the uniform of the State militia and their long record of killings culminated at Ludlow, when a tent colony maintained by the strikers was swept by a rain of bullets and nearly two score of men, women and children killed.

Non-Essential Work Defined in Capital.

The District of Columbia community labor board of the United States employment service has suggested a list of non-essential labor. While this list applies only to the nation's capital, and may be enlarged, it is believed it will serve as a guide for local boards elsewhere.

The following industries and callings are referred to as non-essential:

Auto industry accessories; drivers of pleasure cars—cleaning, repairing and delivery of same; sight-seeing cars, auto trucks engaged in work other than fuel or government work; teaming other than delivery of products for war work; bath and barber shop attendants; bowling alleys, billiard and pool rooms; bottlers and bottle supplies, candy manufacturers, cigars and tobacco, cleaners and dyers, clubs, confectioners and delicatessen establishments, builders and contractors not engaged in the erection of structures for war work; dancing academies, mercantile stores, florists, fruit stands, junk dealers, livery and sales stables, pawn brokers, peanut venders and establishments, shoe shining shops, window cleaners, soft drink establishments, soda fountain supplies.

The board was guided in these decisions by this general policy of the Department of Labor:

"For the purposes of the centralization of war labor recruiting program, 'war work' means:

"1. The manufacture of products or the erection of structures directly or indirectly supplied to some department of the government for use in connection with the war. 'Indirectly supplied' includes goods delivered under sub-contracts to Government contractors.

"2. Coal mining is wholly war work.

"3. Railroads and farms are engaged in war work to the extent that under this program they are protected from all recruiting by other industries.

"4. The making of products which may ultimately be used for war purposes, but which are not to be delivered either directly to the government or to some contractor who uses them in producing or as a part of products to be delivered to the government, is not considered war work."

THE PROPS OF AUTOCRACY.

(Continued from Page 7.)

mouth shut,' is the cordial duty of the common man as the ruling caste conceives it. In a democracy a man may have to be a soldier at times—he will pay his taxes, of course, he has levied them himself, but he will not keep his mouth shut. He is an equal partner in the great corporation of the republic; its future depends on his wisdom and that of his fellows and nothing else.

"Every autocracy rests on three legs—force, intrigue and superstition. Without a great army it could neither enforce subservience at home nor threaten its neighbors abroad. One or the other must occupy its energies. To hold its own people it needs the menace of impending foreign war, always the 'swift remedy' for internal unrest.

"With the German people as such, President Wilson has said, we have no direct quarrel. The German form of government we would not oppose if the German people who sleep under it are permanently satisfied, and above all, if it bore no menace to the rest of the world. But when it assumes the role of brigand and buccaneer, outraging its neighbors and betraying its friends, we have the right and the duty to oppose it in whatever fashion we may.

"The only alternative to absolutism is found in democratic control. It matters not what have been the failures of democracy in the past. They represent the unsteady steps of a child learning to walk. Every people which finds freedom must pass through its kindergarten stages. France has had her turn. Russia is now in the primary class with Mexico and China, and Germany—when her iron bands are broken—may not escape the same infantile disorders. Monarchial rule gives no help towards permanent government.

"Nor are we concerned with the past crimes or stupidities of Britain's imperialism in the long past of European history. The causes which now operate in Germany have had the same results elsewhere. The tyrannies from which France has forced her way to the light are familiar to all and need not detain us. The precedents of Louis XIV and the two Napoleons lend no justification to imperial Germany. St. Helena and Sedan loom large in their history, and Wilhelm II (cast in far smaller mold than either Napoleon)—'may profit by their example'."

Some day our injunction judges will wake up and find the whole world in revolt against their assumption of superiority to all law, natural as well as statutory.

The union label on any product is a guarantee that the money paid for it will return to the consumer, with interest, in the form of improved social surroundings.

NEW LABOR LAWS OF 1918.

Labor standards in war time have continued to advance in spite of scattering attempts to suspend measures for the protection of the industrial army, and gains through legislation have been greatly augmented by Presidential orders under authority of Congress to meet the national emergency, according to the summary of labor laws enacted during 1918 in a score of States and in Congress, just issued by the American Association for Labor Legislation.

"Protective labor legislation, won through long years of effort, has proved a sound basis upon which to maintain and increase the efficiency and sustained fitness of industrial workers," says the Secretary, Dr. John B. Andrews. "Recognizing this, the Federal government and the States have almost unanimously insisted upon upholding, enforcing and extending labor laws. Virginia is the latest recruit in the workmen's compensation camp, making forty-one States and territories now having this form of social insurance, in addition to the model act of the Federal government for its million civilian employes, and the Soldiers and Sailors' Insurance Act, the most important social insurance measure adopted by any country. With the experience before them of the belligerent countries in Europe, which have, in the midst of war, greatly extended the benefits of their social insurance systems, official commissions in eight States have continued their investigations of universal health insurance, called by Surgeon General Rupert Blue the next big step in American labor legislation. The Supreme Court's adverse child labor decision was a temporary setback, but the individual States continue to throw protection around the employment of children. Several States, notably New York, have this year regulated women's hours and conditions of work and have improved safety and health safeguards. Nine States have enacted compulsory work laws as war-aid measures. Of far reaching national import is the passage by Congress of the law providing for the rehabilitation and re-education of crippled soldiers and sailors and their restoration to self-sustaining industrial pursuits. Following this lead, Massachusetts has provided for similar rehabilitation of crippled victims of industrial injuries. Likewise significant are the creation by Executive order of the War Labor Board to improve industrial relations, the War Labor Policies Board to establish proper standards of wages, hours and working conditions as well as housing of workers, and the expansion of the Federal Employment Service to meet the urgent need of intelligent placement of labor."

Social Insurance.

Emphasizing anew the inroads made by workmen's compensation in the "solid South," with North Dakota the only Northern State remaining without such protection, a workmen's compensation law was enacted this year in Virginia. In several additional States existing compensation laws were amended, the changes marking a continued tendency to extend the scope, shorten the waiting period, and increase the benefits. Kentucky extended her law to cover all employers of three or more persons and cut the waiting period

from two weeks to seven days. Louisiana found it necessary to penalize employers for deducting the cost of insurance from employes' wages and created a commission to report and plan for other forms of social insurance and State insurance for public buildings. Porto Rico, with an exclusive State insurance fund, and New York, with a competitive State fund, have found it possible to liberalize their laws, while Massachusetts has slightly increased her minimum benefit. The movement for universal workmen's health insurance, to protect wage earners and their families against the hazards of sickness as workmen's compensation now safeguards them when injured, has continued to gain in impetus, with official commissions in eight States at work preparing the way for legislation.

Safety and Health.

Three States passed bills further restricting employment of children. New Jersey and Virginia strengthened their child labor laws, extending the scope and nature of employment affected, modifying working hours and raising age limits. Maryland raised from 12 to 14 years the minimum age at which children may be employed during vacations or may work in canning or packing establishments. New York forbids females under 21 from working in telegraph and messenger employments. Rhode Island has made unlawful the use of the "kiss of death" suction shuttle in textile mills.

Hours and Wages.

New York provided that no woman employed as messenger may work more than 54 hours a week, or before 7 a. m. or after 10 p. m. Virginia restricted the work day for women in factories, laundries and mercantile establishments to ten hours. Employers are forbidden by a Massachusetts law from collecting any gratuity given to employes for checking clothing. This State also made it unlawful for employers to deduct from the wages of an employe, because of tardiness, any sum larger than that part of his wages which would have been earned during the time actually lost.

Trade Disputes.

Laws to curb "criminal syndicalism" and sabotage were enacted in Arizona, Montana, Nebraska, North Dakota, and South Dakota, in addition to similar measures adopted by Idaho and Minnesota last year. Ignoring the I. W. W. definition "conscientious withdrawal of efficiency," these laws define sabotage as the violent and malicious destruction of property as a means of affecting economic, industrial or political ends or hindering war preparations. Heavy penalties are imposed. Montana, moreover, petitions Congress to formulate a Federal definition of sabotage.

Administration of Labor Laws.

Efficiency in the administration of labor laws is a matter of increasing concern. New Jersey created a workmen's compensation bureau to have exclusive original jurisdiction over all claims. Kentucky abolished the district system of administering compensation. Massachusetts ordered an investigation of the State Board of Labor and Industries. Porto Rico reorganized her compensation commission on a representative basis.

Employment Service.

Meeting an urgent need created by the movement of colored workers into Northern States, a New Jersey law establishes a migrant welfare and employment bureau to investigate living conditions among migrants, instruct them in sanitary living, endeavor to procure proper housing facilities, and to obtain suitable employment; and New York appropriated $5,000 to create an additional employment office "to best serve the interests of the Negro population." Strict regulation and gradual elimination of commercial private employment agencies is furthered in New Jersey by the imposition of heavy license fees and bonds. Montana urges Congress to provide for labor placement on a permanent adequate basis.

"Must Work" Laws.

Interesting legislative by-products of the war are the anti-loafing measures in nine States—Delaware, Kentucky, Massachusetts, New Jersey, New York, Rhode Island, and South Dakota in 1918 and Maryland and West Virginia in 1917—to compel able-bodied men not subject to the draft to engage in useful occupations. The laws in most cases affect male residents between 18 and 50, and hours and wages for enforced work are to be maintained at prevailing standards. Persons temporarily unemployed because of differences with their employers, as well as bona fide students, are specifically exempted by most laws.

HOLD YOUR LIBERTY BONDS.

To successfully finance the war it is necessary that owners of Liberty Bonds hold their bonds if possible. Where for any good reason it is necessary for them to turn their bonds into cash they should seek the advice of their bankers.

Liberty Loan Bonds are very desirable investments, and crafty individuals are using various means to secure them from owners not familiar with stock values and like matters. One method is to offer to exchange for Liberty Bonds stocks or bonds of doubtful organizations represented as returning a much higher income than the bonds.

There are various other methods used and likely to be used, some of the gold-brick variety and others less crude and probably within the limits of the law. All offers for Liberty Bonds except for money and at market value should be scrutinized carefully. The bonds are the safest of investments and have non-taxable and other valuable features.

To hold your Liberty Loan Bonds, if possible, is patriotic. To consult your bankers before selling them is wise.

THE OATH OF NATURALIZATION.

None of us who were born abroad will ever forget the oath of allegiance we took. We swore thus:

I do hereby declare, on oath, that I absolutely and entirely renounce and abjure all allegiance and fidelity to any foreign prince, potentate, state or sovereignty, and particularly to ——— the ——— of ——— of whom I have heretofore been a subject; that I will support and defend the Constitution and laws of the United States of America against all enemies, foreign and domestic; and that I will bear true faith and allegiance to the same, so help me God.

Note that the oath of naturalization particularly mentions giving up allegiance to the old country. A man can not serve two masters. If he votes, acts, or talks in the interest of that old country for any reason whatsoever against the interests of his new allegiance he is a cheat, a perjurer; he is legally and morally a man without a country.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

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Labor News

The American Flint Glass Workers' Union has secured wage increases as a result of conferences with manufacturers. Rates are advanced 21 per cent. for blowers and 30 per cent. for gathers, making the present wage $6.70 a day for the latter and $8.10 for the former.

The Bureau of Labor Statistics of the Federal Department of Labor has started a countrywide probe of the high cost of living. The findings will be used as a basis in making wage adjustments. Every housewife visited by Government representatives is urged to furnish the information asked for.

Striking cloak, suit and skirt makers at Cleveland, Ohio, have accepted the plan submitted by Secretary of War Baker to end this dispute, which was caused by low wages and victimization. The settlement includes reinstatement of all strikers and wages fixed by referee for a period of not less than eight months. A Government representative reported that 60 per cent. of the workers in this industry in Cleveland earned $800 or less a year, and that women earned only $10 a week for the first six months of their employment.

What is considered the Administration's attitude on the question of labor conscription was indicated by Louis F. Post, Assistant Secretary of Labor, before the Association of Commerce. The Federal official said: "The time may come when we may have to conscript workers in mines, forests and factories, but in the name of democracy these men shall not be conscripted until we have first conscripted the places where they shall work. This democracy will not stand for the conscription of men to work for the profit of other men. The conscripted man must work for Uncle Sam and no one else."

Failing to break the strike of its textile workers at Columbia, S. C., the Swift spinning mills made a successful appeal to Governor Dorsey to send the military to that city under the plea of existing violence. At a mass meeting of citizens the Governor was asked to order the return of the soldiers to their camp, as existing conditions did not warrant their presence. The mill owners have secured an injunction against Organizer Thomas of the United Textile Workers restraining him from attempting to unionize these workers. The military and injunction judge, however, have had little effect on the strikers.

The international conference in Laredo, Texas, between representatives of American and Mexican trade unionists, beginning November 13 next, promises to be an historic event. President Wilson has been invited to attend, as has President Carranza of Mexico. Governor Hunt of Arizona was the first State executive to announce his intention of being present. In a letter to President Gompers he said: "A short way to establish a better understanding between this country and Mexico than has ever existed in the past would be to establish that understanding through labor. National conditions in the northern part of Mexico are almost identical with conditions of the border States in this country; industries are the same. This can only be done through education and fraternity of labor."

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Andersen, Julius
Anderson, Andrew
Anderson, J. E.
Andersen, A. C.
Andersen, Martin
Andersen, John
Albregtsen, G.
Austin, H.
Anderson, Fredhof
Anderson, T. -2064
Backshom, C. F.
Barry, W.
Bates, J. D.
Brown, Albert
Brink, Harald
Bensen, J. A.
Back, M.
Barry, B.
Boacher, G.
Balstad, Alp
Bradburry, Edw.
Burke, John
Camper, L. F.
Carlsen, Oscar
Carlson, Harald
Carlson, Eric
Christoffersen, John
Cunningham Geo. F.
Caspersen, E. T.
Carruthers, M.
Carlson, C. A.
Carlson, J. -1586
Carlsen, C. G.
Christensen, E. J.
Crumlich, F.
Curran, W.
Drage, J.
Desmond, C.
Dunwoody, Geo.
Eaton, I. N.
Eckholm, B.
Edson, Frank
Endresin, I.
Edman, O. -551
Erickson, Chas.
Eriksen, Erik
Ellingsen, Erling
Forslund, Victor
Ferguson, B.
Flansburg, Ira
Feenes, I. O.
Fenwick, A.
Fernquist, C. W.
Forshing, J. M.
Gronlund, Oscar
Gabrielsen, Peder
Girndisson, Ed.
Gronseth, Johan
Gronroos, E.
Grant, J. J.
Gundersen, And.
Gustafson, Oscar
Gunderson, C. A.
Hanson, Ole
Hansen, Henrich
Hansen, Olaf
Henricksen, Ch.
Heckola, S.
Henrickson, Victor
Hernes, C.
Henriksen, Geo.
Hjorth, Knud
Hollman, W. C.
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Holmes, C.
Holten, Crist
Hunter, G. H.
Hansen, Lauritz
Emil
Hilliard, C. R.
Halvorsen, Hans J.
Hansen, S. -2072
Hetman, J.
Herlitz, I.
Ingelbretson, O. E.
Iversen, Ole
Jennings, Harry
Johnson, Angl
Johnson, Herman
Joal, M. B.
Johnson, C. A. -2044
Josefson, Ben
Julisson, C. A.
Jensen, G.
Jarzenbeck, J.
Jensen, Henry
Johnson, Olaf
Jorgenson, Wm.
Jorgenson, Fredrick
Krueger, Johan
Kallanen, M. J.
Karlson, G. A. -1190
Kattel, Joseph
Karlson, Ingvald
Kluff, W.
Kramer, Otto
Kulich, John
Larsen, Martin
Larsen, Fred
Larsen, A. B.
Lawson, Arthur
Larsen, Nils
Larsen, Pete
Lidsten, Chris.
Lee, C. L.
Lubhurs, H. J.
Lundgren, Chas.
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Larson, Gust
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Malk, Peter
Mathison, Martin
Micholsen, A.
McGregor, D.
Maher, Thomas
McLeod, John
Magnusen, Lars
Marthinson, Krs.
Mikkelsen, K. -1620
Mikkelsen, Holder
Mickelsen, Harald
McGillivray, F. B.
D.
McDonald, Wm.
McPherson, James
Moe, Albert
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Moore, J. M.
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Olsen, Harald
Olsen, Ole J. -542
Olsen, Hjalmar
Olsen, J. G. F.
Ogga, Edward
Odall, E. W.
Olsen, O. P. -1141
Olsen, Alf.
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Sund, Alex.
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Stotzerman, Emil
Swanson, Wm.
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Sandanger, Ole
Sarin
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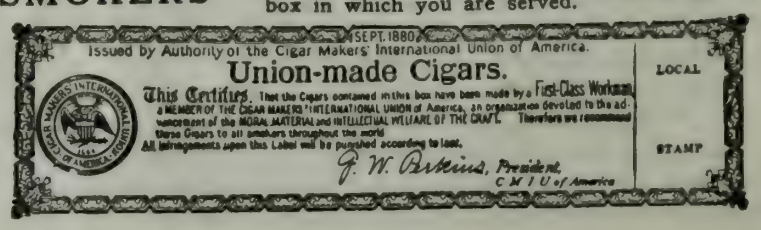

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Home News

The annual report of the American Hide & Leather Company for the last fiscal year shows a clear profit above fixed profits of $2,385,613. This is an increase of $622,863 over the previous year.

Corporations which attempt to dodge war taxes by increasing their capital stock to cover surplus and undivided profits have been warned by Internal Revenue Commissioner Roper that this will be of no avail, since the capital actually invested in the business, rather than the amount of outstanding capital stock, is the basis for measuring taxable excess profits.

Figures made public by the Wisconsin State Board of Health show Wisconsin has the lowest typhoid death rate in the Union—6.7 per 100,000 population. Kentucky ranks highest with 38.2 per 100,000 population, followed by North Carolina, with 31.9; Maryland, 27.1; Mississippi, 21.2; Indiana, 20.4, and Ohio, 18.7. Wisconsin's ranking position is due, according to the State health officials, to better protection of water supplies; greater knowledge by the civilian population of the care of typhoid patients and higher grade of plumbing and scientific disposal of household wastes.

The Postoffice Department says that faulty address is one reason for the non-delivery of mail to soldiers in the military camps in the United States. Postmasters are instructed to notify relatives and friends that unless mail is addressed to the company and regiment or other distinctive organizations of these soldiers, delays in delivery or failure to deliver may result. It is urged that correct and complete addresses and return cards be placed upon all classes of mail, especially at this time when many new men are joining the service and old units are being transferred to other camps.

The National Forest Reservation Commission has just approved for purchase 54,672 acres of land for national forests in the White Mountains, Southern Appalachians and Arkansas. All of these lands solidify the Government holdings and carry out the present policy of the commission to consider no lands which do not tend to block in with others previously approved for purchase. The largest tract is one of 31,667 acres in Poly County, Tenn. It fills out the entire southern end of what is known as the Cherokee purchasing area. The price approved was $6 an acre. A large portion of this tract is well timbered; there is more than 20,000,000 feet of merchantable timber on the entire tract.

Government demand for Sitka spruce for airplane construcion has made itself felt in the vicinity of Nome, Alaska, to the extent that staking of timber claims has commenced in the Norton Bay section. A large area of timber land, said to contain approximately five million feet of excellent spruce timber, is reported to have been staked in the Tubuktolik section recently. Some of the trees are said to measure six and eight feet through. This timber tract is situated close to the coast and may be logged and placed in the water with little effort. Spruce growths in the Kobuk section are also said to be coming in for considerable attention and timber from that district may soon be added to the world's supply. The Kobuk section has a water frontage on Kotzebue Sound.

Domestic and Naval

No tidings have been received from the long overdue Boston ship "Avon," now out 134 days from this port to the River Plate. The vessel has made the passage in forty-six days, and her longest trip was 103 days. It is generally believed the vessel has fallen victim to a German raider or submarine. She carried 40,000 cases of oil, which would prove a valuable prize for the Germans.

A suit for $55,000 damages has been filed in the Canal Zone District Court at Ancon by the attorney for Holder Middleton & Co. of London, England, against the Governor of the Panama Canal on account of injury to one of its ships while in transit through the canal. The case is in the nature of a test to ascertain whether a ship owner can recover damages in accidents to vessels while passing through the canal.

Among the old shipyards on the North Atlantic Coast which have opened up this season for business after being idle for many years is one at Harrington, Me., where Thomas G. Greenlaw is constructing three large schooners for Frye, Flynn & Co., of New York. Work on the first craft is well along, and it is expected to commence on the second in a few weeks. At Camden, R. L. Bean has contracted for three four-masted schooners. Each will be of 1150 gross tons, and cost about $150,000.

In an effort to speed up the Government's shipbuilding program, Charles M. Schwab, after a conference with representatives of all the Atlantic Coast steel shipyards, at Philadelphia this week said that the direction and management of the yards hereafter would be collective rather than individual, and that piecework would be adopted as the wage basis. More than ninety shipyard officials attended the conference, which Mr. Schwab described as a "get together and speed up" meeting.

The Emergency Fleet Corporation has been reorganized, the purpose being to outline more specifically the duties of Mr. Schwab's assistants. Charles Piez is named general manager, which title he resigned to retain that of vice-president in charge of construction when Mr. Schwab became director-general. Howard Coonley is named vice-president in charge of administration, subject to the managerial direction of Mr. Piez. J. L. Ackerson is made executive assistant to Mr. Schwab in charge of shipyard plants, supply, wood and steel ship construction, passenger transportation, housing, plant protection and planning.

Freight traffic between New York and Philadelphia through the Raritan Canal has increased greatly in volume during the last few months. This is said to be one of the results of the management of the United States Railroad Administration. The Raritan Canal is being operated by the Inland Waterways Commission, of which G. A. Tomlinson is Federal manager. The policy of the commission is to direct the operations of the canal and to encourage outside companies to operate their boats. The only company running a regular daily service is the New York and Delaware River Steamship Corporation, which has a New York terminal at the Brooklyn Bridge Dock, and a Philadelphia terminal at Pier 16, South Wharves.

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Henriksen, C.
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Hill -1387
Hill, — -2030
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Mortensen -2191
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Nielsen, Kristian
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Nilsen, Hans L.
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Olsen, H. -478
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Pederson, Charles
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Swainson, Edward
Swanson, E. -2675
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Tanum, Helge -973
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INFORMATION WANTED.

Any member of the crew of "C. S. Holmes" who was present when Gust Fondahn was hurt near Cape Flattery when in tow of "Goliath" on the 3d of January, 1913, will please communicate with Attorney S. T. Hogevoll, 627 Pacific Building, San Francisco, or with F. R. Wall, Merchants Exchange Building. 9-11-18

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News from Abroad

The Newfoundland schooner "Fisherman," recently reported lost at sea, was not sunk by a submarine, but sprang a leak and had to be abandoned. Advices received in Halifax state that the crew were sent from Lisbon to Liverpool en route home.

Merchant tonnage losses in July due to enemy action and marine risk was 313,011, which makes the total for the quarter ending with July for allied and neutral countries 959,392. Ships built in British yards and in foreign yards on British account in July reduced the British deficit to 22,311, which compares favorably with the average monthly deficit during the first six months of this year of 90,000 tons.

It is estimated in Great Britain that 300,000 cottages must be built there soon and lumbermen of the British Isles are discussing the practicability of producing the lumber from their own wood growths. The housing scheme calls for nearly a billion feet and the effect of the building trades entering the market, which now supplies only the wartime essential industries, is given the most serious consideration.

The Norwegian Government whaling vessels have caught over 100 whales since the prohibition against whaling was raised a short time ago. Ninety-four of them were taken to a whaling station near Bergen, which has been working for three months. It is calculated that the whaling will continue for six months and that with five stations and 17 ships it should be possible to catch 500 whales every year. One whale yields an average of 30 barrels of whale oil, or from 5 to 5½ tons of fat. The fat is used to a great extent in making margarine.

The operation of a number of the wooden steamers which have been built in British Columbia for the Imperial Munitions Board will be entrusted by the British Government to Messrs. Easton, Greig & Co., of Glasgow, Scotland, the first ship to be placed in their charge being the "War Masset," which was built by the Foundation Co., and completed by Yarrow, Ltd. Other ships to be operated by the Scottish concern will be the "War Haida" and the "War Skeena" which are now in course of completion for sea. The first six vessels of the wooden fleet built in this Province were turned over to the Fernie Line for operation.

A recent issue of Le Matin, the Parisian newspaper, gives an interesting example of characteristic American energy and speed. In a certain spot in central France where last December stood a thick forest there has sprung up, under the hands of American engineers and workmen a huge meat-refrigerating plant. The encampment, which has for its special object the provisioning of American soldiers in France, covers a space of 10,000 acres. The refrigerating plant holds 10,400,000 pounds of meat, which is equivalent to 15,000 cattle weighing on the average 700 pounds apiece. It produces 500 tons of ice per day in excess of that used at the plant, which is used in the transportation of meat in the refrigerator cars and also for the conservation of other perishable foodstuffs, especially margarine.

With the Wits

Lacking in Range.—"Does the new soprano's voice fill the church?"

"No; I notice some vacant seats up in the gallery."—Boston Transcript.

How Ma Felt.—Willie—Paw, why do women cry at a wedding?

Maw—Because they have been married themselves, my son.

Paw—You better keep your mouth shut, young man.—Cincinnati Enquirer.

Will be Fed Up With Fight.—The American soldiers are the best-fed fighting men in the world, according to the War Department's diet expert. But before the war is over the German soldiers are going to be the best fed-up fighting men in the world.—Syracuse Herald.

Yes, Why, Russia?—After biting off a Slavonic ear in the first act, throwing her off the bridge in the second, kicking her in the eye in the third, Germany now exclaims as the curtain rises on the fourth, "Why do you not love me, Russia?"—Kansas City Times.

Yeast—So you've been back to your old home town, have you?

Crimsonbeak—I certainly have.

Yeast—And did anybody recognize you?

Crimsonbeak—I should say so. Everybody I owed money recognized me instantly.

Yeast—Only those recognized you?

Crimsonbeak—Only those? Say, I owed everybody in town when I left.—Yonkers Statesman.

Words Could Not Hurt.—"James," said Mrs. Mellow to the man servant, "can you find out whether the tinned salmon was all eaten last night? I don't want to ask the new cook, because she may have eaten it, and then she would feel uncomfortable."

"Please, ma'am," replied James, "the new cook ate all the salmon, an' no matter what you was to say to her you couldn't make her more uncomfortable than she is now."—Baltimore American.

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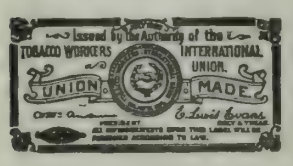

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE VALUE OF EDUCATION.

Views of Labor's Representative on the U. S. Board for Vocational Education.

Mr. Arthur E. Holder, for many years Legislative Agent for the American Federation of Labor at Washington, D. C., and now the representative of Labor on the Federal Board for Vocational Education, has supplied the Journal with the following instructive paper on the "Value of Education":

Education is preparation for life. Primarily it is maintenance of life. It is necessary to a continuation of life. When education in the life of an individual, a group or a nation stops, then decay commences; dissolution and death are a natural result.

Herbert Spencer tersely defined education in these words:

"To prepare us for complete living is the function which education has to discharge."

Webster's definition is:

"To form and regulate principles and characters, to prepare and fit for any calling or business by systematic instruction; the impartation or acquisition of knowledge, skill or discipline of character."

The education of our people can only be accurately measured by their ideals and principles acquired through individual instruction and social training so that their happiness, efficiency and capacity for social service may be furthered, developed and strengthened.

Education Is Preparation for Life.

Education as a preparation for life should primarily aim to give every individual proper control over his physical and mental powers. Then he should be taught and inspired how to use these powers to the best advantage for himself and for society.

Education should also be directed to enable every individual to develop all his latent special and general powers. The results would net society untold advantages because it would broaden the public vision. Greater insight and mental penetration would follow as a matter of course and the increased public fund of information could be better applied in a greater range of problems affecting life and work.

The whole problem of progress is fundamentally an educational function.

The problems which will face us in the future will test the ability of our citizens even if they are all equipped with the best education our schools can afford. Within our Republic every individual should possess the rudiments of an education upon which he can train himself to a higher education,—if for any cause he has been denied other opportunities.

The recent startling disclosures that 700,000 men liable to military service, can neither read nor write, and that 1,500,000 illiterate native born white persons were reported in the 1910 census, is not only a serious reflection upon our lack of foresight, but it constitutes a positive menace to our institutions. Unfortunately, these disclosures are only part of the truth. The 1910 census report says that there were on that date, 5,516,163 persons over ten years of age in the United States who could neither read nor write in any language.

If opportunity for the rudiments of an education has been denied these illiterates, or if educational opportunity is withheld from the least among our people, nothing less than a crime is being committed against our Republic.

Criticism Alone a Poor Remedy.

It will avail us nothing, however, merely to call attention to those shortcomings. We must face the facts and correct the errors. As a people, we must assume our own responsibilities and not seek to place blame where it does not properly belong. In our moments of impatience we are prone to criticize our schools, altogether too harshly. Some even enjoy quoting Mark Twain when he jokingly said:

"In the first place God made idiots. This was for practice. Then he made School Boards."

Why Mark shot his bolt at School Boards and not at the labor unions or employers' organizations has never seemed quite clear. Probably be considered it more popular to strike at those who could not or would not strike back.

If we must criticize, let us be sure of our ground, if we refuse to bear our responsibilities as a people and must level our satire at a group, then let us hit the bull's-eye and place the principal blame for the defects in our educational system upon that group in society which is primarily responsible for the creation of our free schools and our public school system. That group is the labor group.

About a hundred years ago the organized wage earners of the New England States made a bitter protest against oft-repeated phrases by public speakers who preached the doctrine that:

"Equality among men results only from education; the educated man is a good citizen, the uneducated an undesirable member of society. The uneducated must ever remain in a degraded caste."

Continual repetition of such gibes greatly disturbed the souls of the illiterate sons of the new Democracy who had fought so hard to establish these free and independent United States. The shafts of ridicule and contempt had their effect. Free, equal, practical, republican education became the slogan of the manual toilers.

At a specially called mass meeting of working men in New York, November, 1829, this resolution was adopted:

"Resolved, that the most grievous species of inequality is that produced by inequality in education. A national system of education and guardianship which shall furnish to all children of the land equal instruction at public expense is the only effectual remedy for this and for almost every other species of injustice.

The Greatest of All Reforms.

"Resolved, that all other modes of reform are, compared to this particular, inefficient and trifling."

No better argument has ever been made to support our subject that "Education is preparation for life." From this small beginning our free public schools have developed. Labor created the institution, fostered and protected it in many struggles. Labor has created public sentiment in behalf of compulsory education laws, free text-books, and vocational education, but, notwithstanding these activities, Labor has neglected the personal touch and the neighborly acquaintance which should be maintained with the teachers, so the teachers themselves can continue their education and develop their fund of new knowledge necessary for the preparation and maintenance of the life of their pupils. Labor should not forget its child, neither should the teachers ignore or forget the potential power of Labor.

Laborers, teachers and employers should get together and work for the common good. Sometimes we blindly boast of our schools, public and private; richly endowed colleges and State universities; but, we have not yet become properly enthused with the functions of either, neither have we yet reached what the French call "the grand passion for education," and we never will until we collectively come to the point where every normal boy and girl in our land, under the age of sixteen, will be compulsorily kept in contact with the school and properly trained for such a preparation for life which will be most suitable to their capacity and disposition.

The old world, as we formerly knew it, passed away in the fatal days of July, 1914, when the most sacred treaty obligations were violated by Germany.

The Old World and the New.

Up to that time we were governed more by the dead than by the living. Dead men inspired us; dead opinions held us in leash; dead visions and dead practices stunted our growth.

We are now living in a new world. The dead past can never return. We will never again accept, without critical examination, old ideals, old practices or old principles simply because they were old and had served the generations which have passed.

It is hoped that we will be equally critical and analytical of new methods and new principles, and steel ourselves against accepting every new proposition, simply because such propositions are new.

One of the most aggressive publications I ever read, carried this novel card on every issue:

"Read not to believe, read not to dispute, but carefully analyze and personally consider."

Such advice if heeded builds self reliance, more independence, better citizenship.

On March 20, of this year, our wonderfully gifted Chief Magistrate was credited with expressing, in his most convincing and scholarly style, a timely warning and inspiring exhortation.

In a letter to his New Jersey friends, he wrote:

"A time of grave crisis has come in our lives. . . . Every sign of these terrible days of war and revolutionary change, when economic and social forces are being released upon the world whose effect no political seer dare venture to conjecture, bids us search our hearts through and through and make them ready for the birth of a new day—a day, we hope and believe, of greater opportunity and greater prosperity for the average mass of struggling men and women,—and of greater safety and opportunity for our children. . . .

"The men in the trenches who have been

freed from the economic serfdom to which some of them had been accustomed, will, it is likely, return to their homes with a new view and a new impatience of all mere political phrases, and will demand real thinking and sincere action."

I venture to say that search as we might through the pages of ancient or contemporaneous history we would never find any leader of men uttering such a clarion call to heed the signs of a new time, a new freedom, a new world.

The President's Soul-Inspiring Words.

Hope, sympathy and action dominate every syllable of our President's expression. He is looking forward, and bids us look forward.

His vision is clear, he looks upward, and inspires us to look upward.

He does more. He peers farther, wider, deeper than any previous prince, potentate or president of past or present generations of men ever had the intelligence or the disposition to venture; he looks inward, first into his own heart and then he urges us in words so tender but so compelling to "search our own hearts" not casually, but thoroughly. "Through and through," he says, and then he adds this as a climax, "make our hearts ready for the birth of a new day,—a day of greater opportunity and greater prosperity for the average mass of struggling men, women and children."

Truly a magnificent lesson from a great teacher. These hopeful soul-inspiring words of Woodrow Wilson, will live as long as men inhabit the earth, and for ages they will be used in combination with the Sermon on the Mount, and Lincoln's masterpiece at Gettysburg.

To whom may we suppose was he speaking—to the few selected representatives at Newark? No! He was speaking to all of our hundred million American neighbors and fellow citizens, and especially to you, members of the National Education Association; you, responsible teachers and leaders in your own States and several communities.

He undoubtedly hoped his words should find a ready welcome in the hearts and minds of our captains of industry.

The men and women engaged at manual labor whose burdens in the past have been the hardest to bear, will respond, with a will, to the task of getting ready for the birth of a new day.

Pay heed especially to his encouraging promise that a new education, as a preparation and maintenance of life, is now in the making, not merely an education for children, but an education for full grown men,—our heroes returning from the front.

Listen, you educators, you employers, you business men, you merchants, you trade unionists, you public servants, here is the warning and here is the hope:

"Men in the trenches freed from economic serfdom to which some of them had been accustomed, will return to their homes with a new view and a new impatience of all mere political phrases, and will demand real thinking and sincere action."

Many earnest, private citizens have indulged in this thought and hope, but no one ever phrased it so completely, and loaded it with so much dynamic energy as did the President.

The excerpts from this letter contain the necessary inspiration we have been seeking. They show the way out. They point to the path ahead. They urge us to action, to make this world a brighter and happier dwelling place.

During our existence as a nation, the American people have quickly and enthusiastically responded to a real leader who held aloft ideals of a broader education, and a purer democracy.

Now that the nation's problems and the world's problems loom larger, our President calmly but specifically calls our attention to the new problems and the new duties ahead.

If we heed the lesson as we should we will commence to overhaul our whole system of education, commencing with the homes and the schools.

If we possess the intelligence we boast of we will display a discriminating taste. We will discard and throw into the scrap heap the outgrown dead things and dead practices, to which we have been so partisan.

The Greatest Public Investment.

We will save and improve old ideals that are proven to be worth while; we will rebuild and readjust our educational machinery; we will burnish it up and make it attractive; we will brush away the cobwebs of mystery and confusion; we will remove doubts, fears and injunctions; we will remove unnecessary and un-American restraints; we will learn the difference between economy and stinginess; we will generalize before we specialize; we will distinguish between civility and servility; we will be affirmative, positive, aggressive and generous, rather than cautious, timid, docile and negative.

Our homes, schools, shops, stores, factories, will become educational centers of greater value than ever before. Real practical, valuable education, fitting each person for a greater enjoyment of life, and a greater participation in public affairs will be the rule instead of the exception.

Education for the mass instead of the class will be our motto. The bed rock foundations of society will be made secure before the superstructure is erected.

Manual toil will be given equal credits with brain labor. The hard laborious task is entitled to equal consideration with the pleasant berths of physical ease.

Every active element of society will participate with educators in the administration of all our schools, especially in the elementary, secondary and high school grades.

In every community and State, labor men, business men and medical men will be called into counsel to encourage and assist in solving the difficult tasks confronting our loyal painstaking educators.

Too long, far too long have the school teachers been left to their own resources, public confidence in them has been carried to a foolish extreme, as a consequence each element has suffered, first, because they did not know each other, and second, because there has been no common understanding among them.

Freer thought and freer expression will be the outcome. These functions are the very essence of democracy.

The right to complain, criticize and find fault must be equally safeguarded with the right to approve and praise.

No longer shall we look admiringly on an individual or a class that shows evidence of being merely automatic, nodding affirmatives.

We want to know what is wrong as well as what is right. The only way to find out, is to cut the Gordian Knots of silence, false respect, and humble docility.

When we start in earnest to provide real education, to be a real preparation for life, we must first provide the means; more school revenue must be forthcoming. We cannot get something for nothing. Up to the present our educational funds have been too meager.

All our educational work must be under public auspices, and at public expense. When the public knows the advantages for better preparation and maintenance of life through better and broader education, the public will open its pockets and generously provide the wherewithal. It may happen that the bed-rock of all wealth may be tapped. A reasonable tax on rental value of all land would furnish the safest foundation for educational purposes. Land values are created by the presence and activities of all the people—it should follow as an axiom that all the people should share in the values they create. The share they are entitled to should be expended first in educational work.

Brushing Away the Cobwebs.

Our public schools constitute one of the greatest public investments. Several hundred millions are invested in buildings alone. These buildings should be used more generally for adult and community education and welfare.

Make the schools open forums to all the people and the greatest single advance will be made for greater popularity of our educators and our educational institutions.

Once this step is taken, the public will realize that our school teachers are being mistreated, and that their wages are wholly insufficient.

No generation in the history of our country has shown more patriotism and loyalty than the present generation, educated almost wholly in our public schools.

Much of this credit is due to our splendid corps of teachers in the graded schools. They have certainly done their work well. They have earned their pay many times over. No group has helped more to "make the world safe for democracy" than have our school teachers.

School teachers deserve a raise in wages—a good substantial raise,—over one hundred per cent. raise in many localities. The minimum wage base that has been popularized by trade unionists and which has been so effective in protecting the interests of our skilled and unskilled manual toilers should be intelligently applied to the method of paying teachers' wages or salaries.

Nothing less than $1200 per year will be adequate or just as a minimum rate for our teachers. It can never be secured by teachers, as units, or by individual effort; they must learn how to organize and protect their trade, occupational or professional interests like other people; they must combat opposition; they must first learn how they may collectively stand upon their own feet and depend upon their own resources. Then, they must demand a voice in the management of the schools of their community, so they can more generously contribute from their knowledge and experience for the benefit of the schools. If representative management of schools is to be a success, the teachers must have a full voice. In addition they should study the methods of other elements in society by association and federation. The right to so organize and federate must be held inviolate for school teachers as well as for doctors, lawyers, mechanics and laborers. When these new activities are established success will follow and long deferred justice will be won for our teachers.

These first steps must be taken before educators can move freely and smoothly along lines of the new endeavors required for the birth of a new day, and before the body politic can obtain the advantages of a real genuine education, which will prepare and enable them to properly maintain life.

So far as it goes our educational system is all right, but it does not go far enough or deep enough. It is still a long distance from simon pure democracy and will be until we realize that education is not expected or intended to be a luxury for a superior child, or an exceptional child, or a well-to-do child to bask in. Education, to be democratic and to properly equip for life, must be free as the air we breathe, for every mother's boy and girl, everyone "of the least of these, my brethren," black or white, rich or poor, bright or dull.

Our future bricklayers, carpenters, plumbers and blacksmiths need as much care and as much preparation for life as our future doctors, lawyers, preachers and teachers.

This great bread and butter question, politely called the economic problem, is the impelling force that will drive us to a new brand of democracy which will be safe for us and safe for the world, a democracy that means not only universal liberty, but, universal organization that will guarantee equal opportunities and equal justice to all.

SOLDIER AND SAILOR INSURANCE.

Every American soldier or sailor lost on the torpedoed transport "Tuscania" was protected by the United States Government insurance and Government compensation. This has been officially announced by Secretary McAdoo.

Those who had not applied for insurance were covered by the automatic insurance under the law which is payable to a wife, child or widowed mother. This automatic insurance aggregates $4300, netting $25 a month for 240 months.

Of those who had applied for and obtained insurance many had taken out the maximum amount of $10,000, netting $57.50 a month for 240 months.

There have been various causes for delay in forwarding checks to the dependents of soldiers and sailors.

The distance of many of the applicants from Washington and the mail congestion prevailing more or less all over the country have caused delay both in the receipt of the applications by the Treasury and the reecipt of the checks by the beneficiaries.

Another cause is that of the checks sent out—10,000 could not be delivered because the dependents to whom the checks were payable had moved, leaving no forwarding addresses or the addresses originally given were incomplete or erroneous or so illegibly written that they could not be properly deciphered.

Nearly 500,000 checks were mailed out in January and all possible expedition is being made to get all the addresses and other details correct so that the dependents of the soldiers and sailors will receive their allowances promptly and certainly.—U. S. Treasury Department Bulletin.

SAVING AND SERVING.

By economizing in consumption and with the resultant saving purchasing the Government's war securities the American citizen performs a double duty. The citizen and the Government can not use the same labor and material; if the citizen uses its, the material and the labor can not be used by the Government. If the citizen economizes in consumption, so much material and labor and transportation space is left free for Government uses. And when the saving effected is lent to the Government more money is thus placed at the disposal of the Government.

The more the people save the more money, labor, and materials are left for the winning of the war, the greater and more complete the support given to our fighting men.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Lost Traveling Time Paid by Employers.

The National War Labor Board has ruled that employes of the National Refining Company, Coffeyville, Kan., shall be paid for the time spent in traveling to and from the different oil fields, with overtime rates where they either work or travel in excess of eight hours, together with all of their expenses.

This is the first time the Board has made an award of this character. The basic eight-hour day is established, as is machinery for the speedy adjustment of future differences.

The award embraces numerous sanitary requirements in the oil fields, including drinking fountains, toilets, lockers and bathing facilities. Wherever practicable all strikers shall be given preference in employment, seniority rights are secured and membership in a union shall no longer be a cause for dismissal or a bar to employment.

Joint Chairman Frank P. Walsh makes this comment on the award:

"This is the first constructive effort on the part of the Government to stabilize labor conditions in the mid-continent oil field, where the relations of the workers and employers up to this time have been characterized by innumerable difficulties and lingering antagonisms. In some parts of the immense field feeling has run so high that ku klux klans were organized, lynching parties formed, alleged I. W. W.'s and others tarred and feathered, charges and counter charges of sabotage and other destructive practices made by both the workers and the employers. The mid-continent field produces 65 per cent. of all the gasoline content oil in the country and the total production is staggering in volume and value. The production of oil lies at the very base of the military and naval program of the Government, and the perpetuation of unrest in the mid-continent field could not but have a detrimental effect upon oil production."

Santa Fe Shop Men Unite.

The convention of shop men employed by the Atchison, Topeka & Santa Fe Railroad, to organize a system federation and district lodges, marks a changed policy on this railroad, starting with Director General of Railroads McAdoo's general order No. 8, last February, that:

"No discrimination will be made in the employment, retention or conditions of employment of employes because of membership or non-membership in labor organizations."

Before Government control of railroads, the Santa Fe was bitter in its opposition to organized labor. Several years ago, and before railroad shop men had perfected their present system of federation, the machinists were defeated after a long strike.

During the present agitation for a system federation the company attempted to block this movement by discharging employes, but they were reinstated through the Federal Department of Labor.

A peculiar feature of the Santa Fe's opposition to trade unionism is the early expressed opinion of its executive—President Ripley—regarding Government ownership of railroads. He was one of the first railroad officials to acknowledge that this was inevitable. He has failed, however, to acknowledge that the recognition of trade unionism is inevitable. Now he is helpless as he sees the Santa Fe controlled by a Government that notifies shop men they have the right to join with their fellows, and that they will be protected if they take such action.

Labor Board's Award Rejected by Bosses.

The Smith & Wesson Arms Company of Springfield, Mass., is in favor of this Government's war against autocracy, but it opposes Uncle Sam's efforts to extend democracy at home.

The company has refused to accept the award of the National War Labor Board, which ordered it to recognize collective bargaining, abandon its individual contract system and reinstate victimized trade unionists. The company has notified the War Department that it can take over its plant. Under the law the Government can commandeer this or any other plant, regardless of the company's wishes.

The Machinists' Union has been conducting a successful organizing campaign among the 1,200 men and women employes of Smith & Wesson. Prior to this these employes were compelled to buy their own tools, oil, waste, and even ice.

To more effectively oppose trade unionism the company forced individual contracts on employes, who were discharged as fast as it was found that they had affiliated with organized labor. On this question the National War Labor Board ruled:

"The practice of the company in times past to take restrictive personal contracts, even if lawful when made, is contrary to the principles of the National War Labor Board, and the practice of taking such contracts should be discontinued during the period of the war."

To enforce this decision, and to assure workers of their right to bargain collectively, the Board assigned representatives to see that its award was complied with.

This was too much for these patriotic gentlemen, who shriek against the Kaiser's autocracy.

Boys to be Educated at Nation's Expense.

The Government has arranged with more than 300 colleges to continue the education of boys before they are called to the army. Military training, under an army officer, will be a part of the educational system of these colleges. The boys must be 18 years and over and will be considered as soldiers on active duty. They will be under military discipline, receive the pay of privates, and their tuition, clothing and sustenance will be provided by the Government.

All boys who are sufficiently educated to pass the entrance examination of any of these colleges may become members of the students' army training corps.

Where boys have only received a grammar schooling and cannot pass the college examination, they may receive vocational training.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

In an address at Washington Mrs. Howard Hannaford, wife of a missionary in Japan, stated that girls 12 years of age worked ten and twelve hours a day in that country. The speaker emphasized the need for legislation in Japan to correct this evil.

Reynolds's Newspaper of London, England, opposes the plan for the Government to abandon its ship yards and turn this industry over to private management. In support of this position, the editor says: "There has not been one strike in the royal yards during the war."

According to dispatches from Amsterdam a woman has been elected to the Dutch Parliament. The successful candidate is Miss Grovenweg, who was on the Socialist Labor ticket. Under the revised constitution of Holland women are eligible to seats in Parliament and Miss Grovenweg was one of twenty women who contested for election.

The British Government has accepted the demands of 22,000 striking policemen, who have secured wage increases and the reinstatement of a London policeman who was discharged because of his activities in the organization of the policemen's union. The Government has recognized the National Union of Police and Prison Officers as a "federation," but not as a trade union.

The House of Commons has passed on third and final reading the education bill introduced last year, which will limit child labor. The bill is expected to bring about many changes in the educational system of England, since it provides for nursery schools for children under 5 years of age and compels attendance at school of all between 5 and 14. It also forbids the employment for profit of any child under 12.

A notice calling up all the Serbian male population between the ages of 17 and 55 has been published in the newspapers of Belgrade, according to a Serbian source of information communicated to the Department of Labor. This is interpreted to mean the collective forced recruiting for the purpose of harvesting for the Austro-Hungarian military stores. Announcement was made July 28 that all persons of both sexes between the ages of 11 and 60 would be considered as liable to be called to work.

Street car men of Ottawa, Canada, have won their appeal against an arbitration award under the Canadian "can't-strike" law, and wages have been increased over those granted by the arbitration board. This case is the first to be considered by the new appeal board, consisting of representatives of the government, workers and employes, which will review the findings of arbitration boards, if either party is dissatisfied. Objection has been made to the "can't-strike" law because of delays that employers have taken advantage of. When the street car men asked that the appeal board review their case, they were notified by the Government that such action would be taken "within 10 days." This sounded like the old story and the men suspended work. The workers were then notified that the board would consider the matter "immediately." The men returned to work and the question was settled in record time.

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San Pedro, Los Angeles Waterfront, Cal.

NOTICE.

The following named members, in order to comply with the military regulations, should at once call or write to the Sailors' Union office for their questionnaire:

Aalta, Albert	Lundstrom, E. W.
Aalta, Henry E.	Lund, John A.
Abrahamson, A. W.	Maki, Malt
Aharas, Ikmari	Makla, Anden
Anderson, Sven	Mathiesen, Axel
Aries, Frank	Nielson, Hans
Axelsen, J. H.	Nilsson, Nils H.
Baardsen, Hans M.	Odenberg, Adolph
Bergstrom, John E.	Olsen, Nicolai
Bowma, Jan	Olsen, Claio
Brandt, Birger	Olsen, Emil
Burg, John	Olsen, Mandius
Byglin, O. O.	Olsen, Angar M.
Carlsen, H. C.	Olsen, Ragnar
Carlson, Einar G.	Olson, Knut
Castro, Julian F.	Ostergard, Frank
Eliasson, J. E.	Pederson, C. E.
Ellison, Morris	Peterson, Conrad
Falvik, Carl E.	Pettersen, Einar E.
Forssell, Carl A.	Rasmussen, R. H.
Gardner, Edmund	Rasmussen, L. A.
Greenitz, John	Rod, Sakarias
Gumdeross, H. C.	Roed, Hjalmar
Hansen, Johannsen	Roffer, Jack
Hansen, B. P. A.	Rontved, O. J.
Hennrikson, Henry	Schellenz, Charles
Hermann, Carl E.	Schippman, H. C.
Jacobson, Malt	Schuldt, Theodore
Jansen, Bernh.	Sige, Herman
Jensen, Frank	Strasdin, Paul
Jensen, Henry	Tanum, Helga
Johnsen, Carl G.	Wall, Alfred
Kilstrom, Dom	Wamser, Christian
Lehtinan, Ernest E.	Wilcke, J. W. G.
Loine, Frank L.	Wilhelmson, John
Ludwig, Nils H.	Zwart, A.

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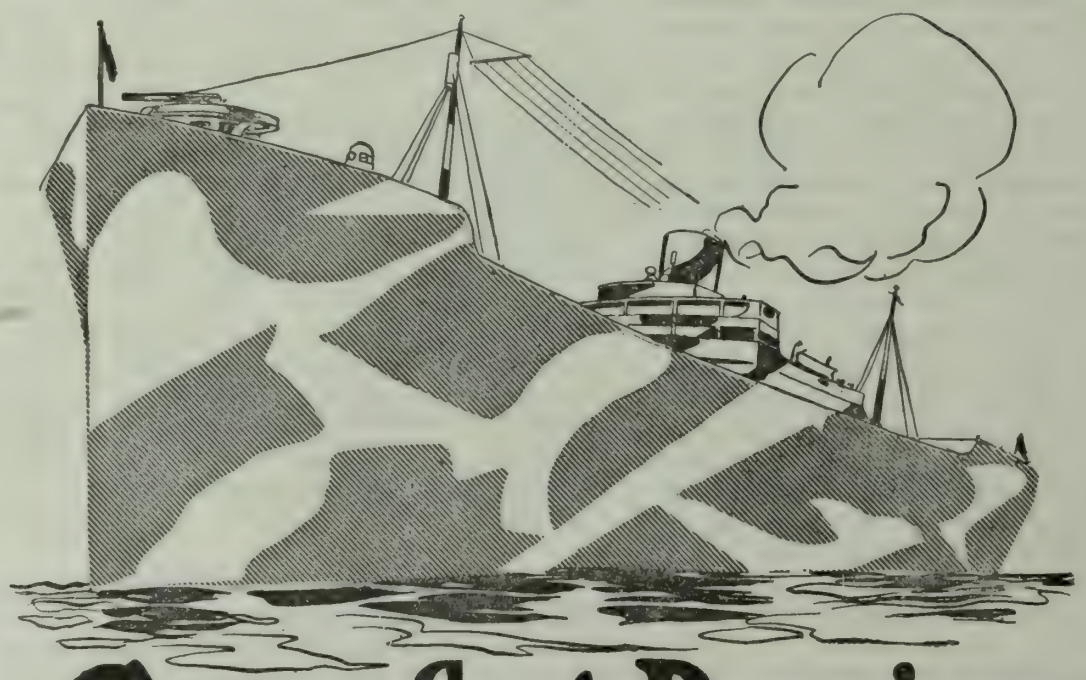

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Pacific Coast Marine.

The Kiernan & Kern Shipyard, Portland, Ore., has received a Government contract for four wooden steamers, each to have capacity of 4500 tons and costing $2,600,000. The plant will be increased from two to four ways.

The San Diego Marine Corporation, San Diego, Cal., is being organized to operate the new Government shipbuilding works to be located at that point. The works will include machine shops, forge shops, pipe works, erecting shops, and administration structures. The initial plant will consist of twelve buildings estimated to cost over $5,000,000.

The Sundry Civil Bill for 1919 carries an appropriation for a new vessel for the Coast and Geodetic Survey Service, to cost not over $354,000; a motor-driven vessel to take the place of the Taku, condemned as unseaworthy and sold some time since; also, for more launches, including their equipment. These vessels are much needed for survey in Alaskan waters.

J. H. Hansen, president of the Skandia-Pacific Oil Engine Co., which has offices in San Francisco and a plant in Oakland, returned from Philadelphia recently with a contract for twenty Diesel engines, to cost $2,500,000. Each engine will develop in excess of 1100 horsepower, and will be fitted in fabricated steel ships of the Emergency Fleet Corporation.

Five new buildings that will double the present capacity of the United States Marine Hospital at Fourteenth avenue and Lake street will be erected at once, it was announced recently. Provisions of the eight-hour law for work on Government contracts have been suspended and the buildings will be rushed to completion. The hospital will care for 300 patients. The cost of the new buildings and improvements will amount to about $275,000.

Eight wooden steamers a month hereafter will be delivered to the Government, ready for sea service, from the Portland and Columbia District, according to the program mapped out by J. B. Morris, chief of machinery and installation for the Emergency Fleet Corporation at Portland, Ore. Seventy-three wooden hulls, on a recent date, were in process of being equipped with engines, boilers and other gear in the district.

Six additional contracts for the construction of Ferris type ships for the Emergency Fleet Corporation have been awarded to the Seaborn Shipyards Company at Tacoma, making a total of fourteen. Seven of the fourteen ships contracted for have been launched, two of which are in service and two more soon will be delivered to the Government. Contracts for two more Ferris ships recently were awarded to the Wright Shipyards Company at Tacoma.

One of the Pacific Mail steamers operating between a Pacific Coast port and the Orient was caught in the same typhoon that caused the sinking of the schooner "Ethel Zane," according to the statement of Captain A. W. Nelson when his command arrived at a Pacific port. "It was the worst typhoon of my experience," said the captain. "I have made 166 voyages across the Pacific as commander of a Pacific Mail liner, but, despite numerous terrific gales, none could compare with this one."

J. J. Dwyer, former president of the State Board of Harbor Commissioners, has taken up his duties as harbor development expert of the San Francisco Chamber of Commerce. Chamber of Commerce officials say Dwyer is well qualified to work out a program for the expansion of the facilities of the harbor. General Manager Robert Newton Lynch of the Chamber of Commerce said the Chamber of Commerce is co-operating with the Harbor Board and the Federal Shipping Board in adapting the facilities of the harbor to the growing commerce.

A. Merritt Taylor, director of passenger transportation and housing for the Emergency Fleet Corporation, arrived at San Francisco from Seattle during the week and will investigate the needs of the local shipbuilding plants. In order to make it more convenient for the workmen to get to and from the various plants, Taylor may suggest that changes be made in the transportation facilities about the bay. He will also investigate the housing facilities and, if necessary, the corporation may assist in the work of constructing additional homes for the men.

The observance of Sunday as a day of rest, rather than one of work, in the shipyards, is encouraged by Vice-President Howard Coonley, Emergency Fleet Corporation, in a special order. The Vice-President says that work should not be done on Sunday except in cases of emergency or to complete special and necessary work, and the Corporation therefore expects the Sabbath to be as free from work as circumstances will reasonably permit. For such work as is performed on Sunday, the rates of pay authorized in the decisions of the Shipbuilding Labor Adjustment Board are to prevail.

During the past week Skinner & Eddy, Seattle shipbuilders, launched the thirtieth vessel from the ways of their No. 1 yard and the sixteenth direct contract ship for the Emergency Fleet. The vessel was the "West Lashaway," built in fifty-five working days from keel laying, bringing this plant's average hull construction time for the last ten ships to less than fifty-three days. The remaining four vessels of the original twenty contracted for by the Shipping Board are well under way, as are five hulls of the new contract for fifty ships, one of the latter being for the new type of 9600-ton vessel to be built by this plant.

The salmon pack for the season of 1918 will be bigger than that of a year ago, according to advices received during the past week, when one of the steamers belonging to the Bristol Bay Packing Company arrived at a Pacific Coast port with a full cargo of canned fish and 200 cannery hands. The salmon ran well and the ice jam of the early season failed to interfere with the business. During the voyage of the vessel down, one of the machinists on board committed suicide by cutting his throat and then leaping overboard. He had about $1300 coming, and this will be paid to his relatives. It was also reported that a Chinese and one other cannery hand committed suicide during the voyage north and at the cannery.

The division of operations of the United States Shipping Board has already commenced an investigation into the coal bunkering facilities of the Pacific Coast was announced during the week. Director of Operations John H. Rosseter has appointed James B. Smith, president of the King Coal Company, to conduct a special investigation into the conditions obtaining at Portland and Smith is now making a survey of the Columbia River district. Rosseter intends to create every possible facility for shipping that may be needed at all ports and especially on the Pacific Coast. The chief being thoroughly familiar with the local conditions and the needs of the shippers, in addition to the additional needs of the Government, is expected to have all of the local ports better prepared to handle the traffic problems than ever before. Before leaving for Washington Rosseter said that as time is the essence of all things maritime it is essential that every facility be provided for the fast dispatch of vessels in port. Coal bunkering is one of the prime essentials and in the past there have been certain delays at times owing to the lack of proper facilities at some of the ports. The new shipping chief of the biggest merchant fleet in the world said recently that if the program of handling vessels in the various ports can be facilitated a certain per cent. it would be equal to increasing the tonnage of the American mercantile marine.

Plans for the construction of San Francisco harbor improvements to cost more than $500,000 were approved by the Board of State Harbor Commissioners during the past week. The principal improvement consists of a huge pier to replace No. 1 immediately north of the Ferry building. Another is an extension to and rebuilding of pier 43 at the foot of Lombard street. Pier 1, which will be 600 feet long, 138 feet in width and covered with a fireproof shed, will be supported by a reinforced concrete substructure and will constitute a second unit of the twin river steamer terminal, which will be used by the California Transportaton Company and the California Navigation and Improvement Company. The pier will cost about $250,000, and the shed $150,000. Pier 43 when completed will be 650 feet long and 167 feet in width. It will be used as an open terminal for lumber and other freight and will prevent congestion along the water front at North Beach. Bids for both piers will be advertised for in the near future. Plans and specifications for a second story to the back portion of the postoffice at the ferry were approved and bids will be advertised for. The cost will be about $20,000. This improvement was made necessary on account of the increase in mail. Commissioner J. H. McCallum said that with the improvements now under construction and others contemplated there would be no question of the ability of the State to care for all the commerce that may come to the port. Present facilities are capable of handling a considerable volume of business in excess of that existing.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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Telephone Cherry 342.,
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

The Seamen's Journal

Published weekly at San Francisco
BY THE
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Established in 1887

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 18, 1918.

THE QUESTIONNAIRE!

Thousands upon thousands of Seamen will soon be called upon to answer a series of questions propounded by the Provost Marshal General of the United States.

When the Questionnaire is received it is necessary to act promptly. The various local boards must have these replies to proceed with an intelligent application of the Selective Service Law and Regulations.

"Mariners actually employed in sea service" will be exempted as heretofore upon filing proper claim and proof of such service.

In addition to mariners "now actually employed as such" there are thousands upon thousands of former seamen in various shore occupations. It is of the utmost importance that all former seamen should furnish the local draft boards with full information upon their sea-going experience and qualifications.

Every man who has quit the sea but has served at sea a sufficient length of time to enable him at this time to qualify as able seaman, marine fireman, oiler or water-tender, marine cook, baker or butcher, should fully acquaint his draft board with such facts and data.

The proper manning of our rapidly growing Merchant Marine, but especially of the great fleet which is carrying supplies to Europe, is of the utmost importance to America and to the cause for which we are dedicating our man power.

Our country's resource in this respect, i. e., the number of seamen actually available for sea service, is likely to have a controlling influence on the future of all seamen and is, as already stated, of most serious importance in bringing the war to an early and successful conclusion.

The grandeur and greatness of a nation cannot rise above the average of its entire population, and nothing will ever bring America to the realization of its full possibilities except effective organization of all real workers; and this includes the men at the bottom of the industrial heap:—the "common," migratory, or unskilled laborers.

SEAMEN AND THE LIBERTY LOAN.

When the history of the great war is written, the first, last and middle chapters will have to deal at length with the grim courage, unfailing daring, keen resourcefulness which has marked the high heroism of American seamen.

Few suffered such quick misfortune as that steamship crew which recently sailed out of a French port in the morning and sailed back again that afternoon, on a destroyer which had rescued them from their torpedoed craft. Thousands, however, faced death a second or third time from ships sent down beneath them and wasted neither time nor thought in manning other ships when port was reached.

It is from these fresh proofs of the stamina of America's seafarers, though no proofs of its existence really were needed, that enthusiasm has mounted over the prospect of the American merchant flag's flying in every world port after the war. That our merchant marine was gaining no ground before the war was not the fault of our mariners, ship owners or merchants. American foreign trade was growing, but foreign bottoms were carrying our products.

Now the war has swept away the economic factors which prevented the rebirth of our once ample merchant marine. Nearly 900 ways in more than a hundred shipyards are working night and day to launch new ships, every one needed to carry on the war.

While every patriot in every allied country is straining every nerve to win the war, a thousand plans for the turning of our new merchant fleet into trade channels are slowly maturing.

Germany's plans have reached a more definite stage. Using no ships, except in the Baltic, to further her war ends, her merchant fleet held in port by allied supremacy on the sea, she is adding new merchant carriers in a score of shipyards. Recent dispatches from Amsterdam tell of the building of fleets of huge freighters and passenger liners, from 10,000 tons up to 20,000 and 25,000 tons. And there is no doubt that Germany is preparing to make as hard a fight to regain her markets as she ever did to wipe out the last man of the French and British armies and lay waste London and Paris like she did Belgium.

America's salvation lies in a fleet of ships which will leave no trade route open for German entry; a fleet which will make the American flag the most frequently met with on every sea; a fleet which will carry not only American goods, but the world's goods to every port.

American seamen will man these ships; American shipyards will turn them out; American money will pay for them.

Every American seafarer, from cabin boy to captain, can and must have a share in providing this money. A big share of the proceeds of the first three Liberty Loans has gone to American shipbuilders and American mariners. A bigger share of the fourth Liberty Loan will go to both, since the shipyards are now turning out more than 500,000 tons per month, and navigators must be provided for them.

In these days of war risk wages, there is no seafarer, from cabin boy to captain, who cannot take a proud share in making a success of the fourth Liberty Loan. The campaign opens September 28 and closes October 19, and in these three weeks America must roll up a more huge war fund than any one would have dreamed a few years could have been gathered by all the nations of the world.

Between six and eight BILLION dollars is called for.

This means that every man, woman and child in or of the United States, must buy Liberty Bonds to the last cent of his means. Excuses will not remove the menace of German competition after the war; sacrifices will.

Do not leave port before September 28 without having arranged to take your share of bonds.

THE PRESIDENT'S SOUND ADVICE.

The letter sent by President Wilson to the striking machinists and tool-makers in Bridgeport (Conn.) munition plants is a masterpiece of diction and compelling logic.

The Bridgeport workers struck because of dissatisfaction with the decision of an arbitrator chosen under an agreement with the International Union of Machinists. Referring to this breach of faith, the President says:

> If such disregard of the solemn adjudication of a tribunal to which both parties submitted their claims be temporized with, agreements become mere scraps of paper. If errors creep into awards, the proper remedy is submission to the award with an application for rehearing to the tribunal. But to strike against the award is disloyalty and dishonor.
>
> The Smith & Wesson Company of Springfield, engaged in Government work, has refused to accept the mediation of the National War Labor Board and has flaunted its refusal of the decision approved by Presidential proclamation. With my consent, the War Department has taken over the plant and business of the company to secure continuity in production and to prevent industrial disturbance.
>
> It is of the highest importance to secure compliance with reasonable rules and procedure for the settlement of industrial disputes. Having exercised a drastic remedy with recalcitrant employers, it is my duty to use means equally well adapted to that end with lawless and faithless employes.

Surely, this is language that leaves no doubt as to its meaning. And to the credit of the Bridgeport strikers it must be said that they promptly met the issue by returning to work and agreeing to take up their grievances in an orderly manner with the National War Labor Board.

During these epoch-making days America is, indeed, fortunate to have a man at the helm like President Wilson.

But American labor is doubly fortunate. Since Lincoln's days the White House has not been occupied by a more trusted guide, dependable counseler and truer friend to all who toil.

A NOTEWORTHY HEALTH RECORD.

How well Uncle Sam takes care of the young men who are in training for service in the new Merchant Marine is strikingly illustrated by statistical data just made public.

The health records on the Atlantic squadron of training ships maintained by the United States Shipping Board, show only one death among 8,500 men in a period of seven months, and a daily average sick rate of but one per cent.

The medical department of the Board's training service is in charge of Dr. William A. Brooks, a famous old-time Harvard rowing coach, now a noted Boston surgeon. Each of the ten training ships of that Board is equipped with a modern hospital, in charge of a doctor and a staff of trained male nurses. All applicants are subjected to two strict medical examinations, one at their home town and one at the training ship, before admission to the service.

PORT PERFORMANCES.

The importance of a cargo carrier's time record in port was never greater than at present. Having in mind this fact, the United States Shipping Board has announced that hereafter the port performances of the colliers in the New England coal carrying trade, the largest of all the coastwise trades of the United States, will be made the subject of semi-weekly announcements. During a recent week the port performances of the best colliers in that trade, compared with the average of all colliers in it, were as follows:

Loading ports—Baltimore, average of seven ships, 60 hours, 54 minutes in port. Best ship, "Tampico," 30 hours, 54 minutes in port. Norfolk and Newport News, average of 12 ships, 34 hours, 42 minutes in port. Best ship, "Bay View," 18 hours, 42 minutes in port.

Discharging ports—Boston, average of 21 ships, 116 hours, 30 minutes in port. Best ship, "Northern Queen," 49 hours, 54 minutes in port. Other discharge ports, average of 17 ships, 100 hours, 18 minutes in port. Best ship, "Bay State," at Providence, R. I., 42 hours, 6 minutes in port.

Ore carriers on the Lakes and lumber haulers on the Pacific Coast will please take notice!

The business of insuring American soldiers and sailors is scarcely a year old, and yet the Government has written more than $30,000,000,000 of insurance, insuring approximately three and a half million of soldiers and sailors. This gigantic business, employing 10,000 individuals and doing a greater business than the largest insurance company of the world, has all been organized in less than twelve months. Of late the bureau has been doing more than a billion dollar a week business; the total for the month of August will approximate $5,000,000,000 in new insurance. On one day 92,253 pieces of mail came to the bureau. It is a great work, an intricate work, a work that every American approves of. More than 90 per cent of the members of our military and naval forces are insured, and this insurance has strengthened the morale of our fighting men and brought comfort and courage to their dependents at home.

In order to greatly increase the production of salt-water fish and to make up for the loss in vessels and small producing units which American fisheries have suffered through the war and particularly by naval drafts, the Emergency Fleet Corporation, at the request of the United States Food Administration, will begin immediately the construction of a fleet of 75 deep-sea trawlers of the most modern type. These vessels, through arrangements with the fishing industry, will be put into operation early in 1919 on both the Atlantic and Pacific Coasts. Heavy increases in the annual production of haddock, small cod, flatfish, and other salt-water varieties will result, enabling carloads to enter all the interior markets of the country every week in the year. Stable prices will be maintained at low levels. Moreover, it is expected that the addition of the large catches of this fleet to the total fish supply of the Nation will effect a general lowering of prices on practically all varieties of both salt-water and fresh-water fish. Thus, both fish and fishermen will, to a greater measure than heretofore, help to win the war!

A RECOGNITION OF LEADERSHIP.

Frank P. Walsh Pays a Gracious But Well Deserved Tribute to Andrew Furuseth and Victor A. Olander.

The following striking passages are selected from the closing argument of Mr. Frank P. Walsh, made at Chicago recently, in behalf of the Stock Yard workers:

May it please your Honor: I never hear a speech made by an educated and clever man that I do not instinctively at the end try to gather the theme. We may forget the words, we may forget the line of argument, but if the man is one accustomed to dealing in facts and educated in logic the theme may always be found. I have sat here now for the actual day—during the period of the actual day for which we contend—eight hours, and I want to give your Honor the crystallization in my mind of what we call the "motif" or the theme of what has taken place here.

The organized packers of America, afraid or ashamed to come in person, with other voices and through other lips, have made an appeal to your Honor to keep industries safe for autocracy while the hosts of democracy are battling for freedom of mankind upon a thousand battlefields. And as I heard the discourse last night upon the subject of social discontent—somewhat modified this morning, but standing as a whole, of the dangers that would surround the body politic, aye, and even the lives of our people, if your Honor administered even-handed justice, I thought of a line of a speech made by a dead friend. He was not what might be called a radical; he was not strictly speaking a student of sociology, but in the combination of theology, philosophy and humanism, in my mind he had no peer during his life. He was the president—an early president—of the Detroit College, a great institution of learning founded by the Jesuit Fathers in Detroit, Michigan. He was the trustee of a fund of millions left by John E. Creighton, for the benefit of the Creighton University in Omaha. He was its first president and builder, and I heard him making this speech, not to a working class audience, not to a meeting of labor orzanizations, but at the laying of the cornerstone of Rockhurst College in Kansas City, where my four boys now attend school. He was speaking largely to the men through whose wealth the foundation was laid for what we expect and hope to be one of the great universities of this world, and he said: "Let private property—aye, let organized society beware of the day when the worker awakes to the realization that from the material standpoint he is as well off in prison as he is outside. Let them beware when the exploited worker finally understands that he will be warmer, better clothed, better nourished and less harassed in prison than he is outside."

And as the thought comes over me now, proceeding to discuss the testimony of another man, I think of a sentiment very much like it from a far off source, so far as social environment and education is concerned. Many here, your Honor, probably know Andrew Furuseth. I don't believe I exaggerate when I say that he has a deeper place in the hearts and affections of laboring men probably than any other labor man in the United States. He has as high a reputation for honesty as John Fitzpatrick and Ed Nockels, but he has a certain romantic atmosphere about him, due to the fight that he made for the Seamen's law, that I believe brings him closer to the hearts of the working people than even those men. For twenty years he gave battle to the shipping interests of the world at Washington to bring about better conditions for the men of his craft. During all those years he accepted nothing for compensation except the scale paid to an able seaman, under the scale made by his own union. When he left the halls of Congress, where he was respected by statesmen and administrators and all with whom he came in contact, it was to go to a lodging house along the Potomac River, so that his craft would not have to pay an excessive hotel bill while he was doing his work. During a strike in San Francisco a Federal judge issued an injunction against Andrew Furuseth, a part of the effect of which was to attempt to prevent him from making a speech to his fellows in a public place in the city of San Francisco. It appeared that he was going to disregard the injunction, and a reporter for a newspaper, who was interviewing him, asked him if he understood that there was a restraining order posted,—it not having been served upon Mr. Furuseth,—that prevented him from doing this act. Furuseth is a man from North country somewhere, probably from Norway, speaking in broken English, he said, "What if I do?" The reporter said, "If you do you will be sent to jail." "To jail? I never saw the inside of a jail, but I have heard about it. They say the quarters are very close and cramped. Very good. Mine have always been that way. They say the food is rough, and you get but little. I don't care. That has been my food all my life. They say you are locked in a cell, you are lonesome. That is nothing to me. I have always been lonesome."

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 10, 1918.
Regular weekly meeting came to order at 7 p. m., Frank Johnson presiding. Secretary reported shipping good. The following were elected delegates to the Nineteenth Annual Convention of the California State Federation of Labor, to meet at San Diego, Cal., on Oct. 7: E. A. Erickson, J. Faltus, F. Johnson, Harry Ohlson, Paul Scharrenberg, John H. Tennison.

Headquarters, San Francisco, Cal., Sept. 17, 1918.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping good. Shipwreck Benefit was awarded to a member of the crew of the Schooner "James H. Bruce."

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Sept. 10, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Sept. 10, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 10, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 10, 1918.
Shipping good.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 10, 1918.
Shipping fair; members scarce.
ED. ROSENBERG, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 10, 1918.
Shipping good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Sept. 10, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 2, 1918.
No meeting. Shipping dull.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 13, 1918.
The regular weekly meeting was called to order at 3:00 p. m., Eugene Burke in the chair. Secretary reported shipping good. The meeting elected George Brown delegate to the coming convention of the California State Federation of Labor to be held in San Diego, Oct. 7, 1918.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 5, 1918.
No meeting. Shipping good; men scarce.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 4, 1918.
No meeting. No men ashore.
HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ Sixth Street. Phone, Home 115; Sunset 66 W.

DIED.

Anders Gustaf Jansson, No. 1683, a native of Sweden, age 46. Died on board S. S. "Juneau," at Valparaiso, Chile.

Andrew Jacobsen, No. 1796, a native of Denmark, age 39. Died at Seattle, Wash., Sept. 10, 1918.

Carl Curt Wetzel, No. 1038, a native of Germany, age 41. Died at Ukiah, Cal., Sept. 8, 1918.

The G. M. Standifer Construction Company, Vancouver, Wash., has completed construction of its new shipyard and work has been started on the first keel. The plant is equipped with five sets of ways. The company holds contracts for ten 9500-ton vessels.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

For the first time in American history the organized business men of the entire country have lined up against the organized farmers and livestock raisers of the country, as well as against the forces of organized labor, upon a great national issue. That issue is the taking over by the Federal Government of the big stockyards and the refrigerator and stock cars and the wholesale meat houses, in order to break the Chicago meat packers' monopoly.

Organized labor first made its fight to get decent working conditions for the workers in the packing plants. Then the Federal Trade Commission, backed by the labor movement and by all of the organizations of farmers and livestock growers, investigated the packing monopoly, and showed that the Big Five—Armour, Swift, Morris, Wilson and Cudahy—controlled over 70 per cent. of the meat in the United States, beside controlling butter, eggs, cheese, fish, cereals, and various other foods. The Commission showed that the combine had got a strangle-hold on the food business, not merely in the United States but for most of the Allied countries, and that its outrageous profits were due chiefly to the fact of its monopoly of the markets where livestock and meats must be sold. It proposed that Congress should smash the monopoly by taking away the private control of the markets.

Every farmer organization in America is enthusiastically backing this demand. Half a dozen Senators—Borah, Norris, Kenyon, Kendrick, Owen, Gore—have already spoken in support of the Federal Trade Commission's plan. But now comes the Chamber of Commerce of the United Statts, acting through its executive board, sending a letter to President Wilson denouncing the Commission and telling the President that the packers were given no chance to tell their side of the story. In this letter the Chamber declares that unless the President shall appoint, to the two existing vacancies in the Commission, men who are of the right training and temperament and character, nothing can restore confidence in that body.

Senators Smoot and Sherman, and a number of reactionaries in the House, have joined in the chorus with the Chamber of Commerce of the United States. The lines are drawn sharply. On the one side are the people who have been robbed by the packers—the stockmen, the dairymen and farmers, the stockyards employes and the rank and file of retail consumers of meat or of substitutes for meat. They want to get rid of one of the most ruthless exploiters in the whole world of commerce. On the other side are lined up the commercial and manufacturing powers, with their press and their lawyers and friends in influential positions. Congress appears just now to be in the hands of the packers' friends. But the farmer-labor side is only now beginning to start the battle.

* * *

News from Bridgeport is that the election of delegates to the industrial convention for the city has been held, and that the plan of industrial government set forth by the award of the National War Labor Board is to be carried through, regardless of the refusal of a small body of the men to stay at work pending the establishment of this new organization. At Schenectady, Pittsfield, Lynn, Waynesboro and at Bethlehem the same process is going forward or is now completed. Industrial government, based on equal and universal suffrage of all the workers in the plants, is rising upon the ruins of the old-style open-shop terrorism.

With tht enactment of the Man Power Act, there is more need than ever before for the putting of the war industries under representative democratic industrial control. Steps are now being taken to bring millions of additional women into the industries, to release the men for military duty. These women have no training in trade unionism. They would be helpless to defend their industrial rights against the individual employer who chose to impose upon them, if they did not come into a self-governing organization of the entire plant force, and if they did not learn at the outset, from Government spokesmen, that it was their duty to maintain the industrial decencies—equal pay for similar work, eight-hour day, the health and comfort minimum wage, and safeguards to health in the shop.

Hundreds of thousands of these women will be voting in the industrial elections in the munitions plants before they are gathered into the American Federation of Labor.

* * *

Basil M. Manly has joined the staff of the National War Labor Board, and is assisting in the work of Joint Chairman Walsh. Manly was chief of investigations under the Commission on Industrial Relations, of which Walsh was chairman, and prepared a large part of the famous report made by that body. He later joined the staff of the Federal Trades Commission as a special examiner in its investigation of the meat packers, and is understood to have had a great deal to do with the preparation of its report. He now returns to the field of industrial relations, in which there is no man in the country more capable as an investigator.

* * *

Director General of Railroads McAdoo has announced a wage increase for nearly half of the 2,000,000 men in the Railroad Service, upon recommendation of the Board of Railway Wages and Working Conditions. Clerks, station employes, common laborers in the shops, roundhouses, stations, storehouses and warehouses, stationary firemen, boiler washers, power transfer and turntable operators are covered by Supplement 7 to General Order 27. Supplement 8 covers maintenance of way employes, including workers on tracks, bridges, and buildings. The increase in pay averages about $25 a month, but the minimum wage is less than that set in any award of the National War Labor Board for other industries. The 8-hour day is established, but overtime up to 10 hours is paid pro rata, with time and a half for overtime beyond 10 hours.

The minimum rates paid for work in the Railroad Service are less than those paid in munition plants because railroad jobs are permanent, and because men are willing to take less money in order to avoid moving their families or going away from home. Gradually, the railroad workers anticipate, they will be able to get the same rate of pay as men in the manufacturing plants. They scarcely expect it while the war lasts.

* * *

While Representative Keating of Colorado is fighting for his political life, in his home district, against a combination of reactionaries, his bill establishing a minimum wage board for women and minors in the District of Columbia is to be taken up and probably passed by the Senate. The Senate has substituted the bill as it passed the House for the original bill offered in the Senate by Senator Trammell of Florida. The legislative committee of the A. F. of L. is supporting the measure, which is chiefly promoted by the Consumers' League and the Women's Trade Union League.

* * *

Not only has the British Trade Union Congress, to which Samuel Gompers and President Bowen of the Bricklayers' International Union were fraternal delegates, defeated by a large majority the resolution of J. Havelock Wilson calling for a five years' boycott against Germany after the war, but it has voted five to one against any change in the British policy of free trade with all the world. According to reports reaching Washington from the sessions at Derby, the British labor movement is unanimous in denouncing the barbarities practiced by the Germans in their submarine campaigns, but it refuses to believe that a boycott after the overthrow of the imperial system in Germany can do anything but harm to democracy in Europe.

By a big majority, again, the Congress repudiated Havelock Wilson's project for a Trade Union Party. It was considered that the British Labor Party was an adequate and suitable political expression of the ideals of British labor. Arthur Henderson, its dominant figure, was the real leader of the Trade Union Congress. He engaged in a good-naturtd exchange of views with Mr. Gompers on the occasion of the presenting of gifts to the American delegates. Mr. Gompers stated that in America the industrial ends of labor are kept separate from political ends. Mr. Henderson remarked that the industrial and political objectives of British labor went side by side, and that British labor was interested in international as well as national questions growing out of the war.

Neither side changed its attitude.

YOU ARE DOING IT.

Every time you read, you purchasers of Liberty Bonds and War Savings Stamps, of what the United States is doing in France in building wharves and railroads, or deluging the Germans with gas or shelling them out of position with big guns or shrapnel, or of bombing their arsenals or cities, or of the great work of our Army and our Navy, or of the building of ships here, or of any or all of the great or small achievements of America, here or abroad or on the seas, you buyers of Liberty Bonds and War Savings Stamps truthfully can say, "I had a hand in this"; "I contributed to this"; "I am helping do this"; "It is a part of my work."

About the least effective way of advocating any particular theory of reform is to cast discredit upon other theories.

THE OFFICIAL FACTS.

We have to-day, under contract or construction in the United States 819 shipbuilding ways. That, says Mr. Hurley, is twice as many ways as there are in all the other shipyards of the world combined.

We turned out in the month of May more steel ship tonnage than we produced in the whole year 1915. In the month of July we more than doubled the May output. In the first five months of 1918 we produced 336,900 tons more than in the two years 1915 and 1916. In the next two months of 1918 we more than equalled the output of the first five months. From August 1917 to August 1918 we placed in service a million and a half dead weight tons, of which more than half was built during the last three months of that period.

Of our 819 ways, 751 are for the building of cargo ships. At our present rate of production, by 1919 we should be continuously building on each way an average of 6000 tons of steel, wood and concrete ships. If we can average three ships per way in a year, we should turn out 13,500,000 tons in 1919. That is more than has been turned out by Great Britain herself in any five years of her history.

Our boats are not being built by private capital for private ownership. They are built by the United States Government. They will be controlled by the United States Shipping Board. They are being built by the people and they will be owned by the people.

We have to-day, 350,000 workers engaged in building merchant vessels in the shipyards and 200,000 in the iron works, steel mills, shops and factories making ship-building materials. A little more than a year ago this industry did not exist. Now it employs four times as many workers as the automobile industry employed at the time of the last census.

It has been created with practically no labor troubles. "In every dispute," says Chairman Hurley, "we have asked the men to be patient and to go on with the supreme task of building ships, trusting to Uncle Sam to set the matter right and they have responded." The men have voted to eliminate holidays and Saturday afternoons off. They have "speeded up riveting to such an extent that it has been necessary to safeguard the energy which they have been willing to pour out for the country."

The collier "Tuckahoe," of 5500 tons, was built in 27 days. The "West Lianga" was built in 78 days. Ten ships have been built in an average of 100 days each. The "Tuckahoe" has been carrying four cargoes of coal a month from Norfolk and Baltimore to Boston, instead of two cargoes a month which was the average previously.

In short to meet the submarine menace, we have established the greatest shipbuilding industry in the world, in a year, out of nothing. We are building ships faster than they have ever been built before. And those ships are proving themselves the most speedy and efficient of their class.

It is easy enough to arouse enthusiasm with a new idea, but not so easy to compel thought by the expression of an old truth.

The man in the dark follows the cry of "Progress" without really knowing whether it comes from ahead or from behind.

OUR ARMY'S HEALTH.

During the Mexican war, the annual death rate from disease among our troops was 100 men out of every thousand. During our Civil War, the rate was as high as 60 out of every thousand. During our Spanish-American war, it was 25 out of every thousand. Now the Surgeon General's office reports that among our troops at home and abroad, the annual death rate from disease fluctuates from less than 2 per thousand to slightly more than 3 per thousand.

This is an incredible record. The best of all previous performances was in the Russian-Japanese war, when the annual death rate from disease among the Japanese troops was 20 per thousand. Our present rate is about one-tenth of that. The annual death rate from disease among American men of military age in civil life is 6.7 per thousand. Our army rate is about one-third of that.

And the miracle has been achieved not by any one medical discovery or precaution, but by a campaign of administrative vigilance that has used every means to protect and promote and assure the health of millions of men.

At the outbreak of the war the most skillful physicians in America were drawn into service. The camps and cantonments were located by sanitary experts. The plans for the buildings were reviewed by civil medical boards after these plans had been passed by the army authorities. Neither local influence nor political pull was given any consideration in placing the camps or in building them.

A system of thorough inoculation against typhoid, malaria, and the so-called "water diseases," completely eliminated those infections that caused 85 per cent. of all the deaths from disease during our Spanish-American war. A similar campaign of prevention and of education was similarly successful against venereal diseases. When the recruits were first gathered together in the camps, the annual hospital admission rate for venereal diseases was as high as 400 out of every thousand men. Now, among our Expeditionary Forces in France, that rate is as low as 44 per thousand men. Among the recruits last winter, measles became epidemic, followed by pneumonia and empyema. Effective preventive measures have now been established against the spread of measles, and the medical department has ascertained the cause of empyema and found a successful method of treatment. At Fort Riley, Kansas, there were 85 cases of empyema under treatment from October 20 to January 29, and of these 52 died. From January 29 to April 30, there were 69 cases treated by the newly discovered method and only six died. That is to say, the most serious epidemic disease which the army had to combat last winter has now been overcome, and the danger of another such epidemic has been averted.

The man who is enjoined from doing a thing that is lawful may be depended upon to do that thing, if only as a means of vindicating the law.

The force of a truth may be better evidenced by the opposition than by the approval with which it is at first greeted.

TRANSPORTATION PROBLEMS.

Some of our national transportation problems and difficulties can be better understood when it is remembered that in the northeastern section of the United States, including New York, Pennsylvania, adjoining States, and New England, the population is 693 persons to every mile of railroad; in the South the figures are 407 persons per mile; and in the West, 252.

There are 15 square miles of land to every mile of railroad in the West, while in the East there is 1 mile of railroad to every 5 square miles of land. There are innumerable factories in this eastern theater, and the bringing in of coal and raw material and the carrying out of manufactured products make up a tremendous freight tonnage.

The Railroad Administration is solving gradually many problems. By the elimination of many unnecessary passenger trains several thousand engines are diverted from passenger to freight traffic, which relieves the situation materially. Also by loading the freight cars to full capacity a great saving is being accomplished. Routing freight by the most direct route, and other methods adopted by the Administration, are doing much to ease the strain on our transportation facilities.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

These boys will be called into the military service in camp when the year class to which they belong is called up.

At the discretion of the War Department scientific and technical students may be given an opportunity to complete scientific courses of direct military value. Others will be assigned to depot brigades of cantonments. Both the college and the vocational detachments will be watched for possible officer material.

Workers to be Tested for Physical Fitness.

Because of a scarcity of physicians the War Labor Policies Board recommends that a physical examination of workers, recruited by the United States Employment Service, be first tested in a few industrial centers "with a view to extending as the experiments made and the development of the employment service warrant."

The recommendation for physical examination of these workers is the result of a conference in New York, July 15 last, under the auspices of the sub-committee on welfare work, committee on labor, Council of National Defense, when it was resolved:

"The physical examination of workers is primarily a measure of health conservation and also essential to maximum production—a war necessity.

"That the purpose of a medical examination is not to eliminate the worker from industrial service, but to adapt him to the work he is physically fitted for."

In recommending that the examination of workers be one of the functions of the United States Employment Service, the conference favored the establishment of a central examination board composed of representatives of the workers, employers and the Government, and that this board issue examination cards indicating the health of the workers and classify them according to physical fitness.

This system, it is stated, is not intended to "prevent employers from maintaining their own system of physical examinations and follow-up methods for the purpose of conserving the health of their workers."

Necessary Workers Can Gain Exemption.

Provost Marshal General Crowder calls attention to that section of the new draft law which liberalizes deferred classification and permits district boards to include in such classification those men whose work is necessary to the Government in its present emergency.

The Provost Marshal General says:

"Bankers and persons engaged in other occupations and employments not heretofore regarded by district boards as warranting deferred classification on the ground of necessary industries, may now claim deferred classification on the ground that their work is necessary to the Nation in the present emergency.

"An amendment in the new man-power legislation recently passed, changed the provision: 'Persons engaged in industries, including agriculture,' so as to make it read: 'Persons engaged in industries, occupations or employments, including agriculture, found to be necessary to the maintenance of the military establishment or the effective operation of the military forces or the maintenance of national interest during the emergency.'

"The effect of this is to enable necessary persons in occupations or employments to make claims that they are engaged in occupations or employments that the district board may find necessary to the maintenance of the military establishment or to the maintenance of the national interest during the war.

"Thus, in other words, has been removed the danger of a too narrow construction of the word 'industries' which many district boards in the past have construed as excluding bankers, those engaged in commerce, and those engaged in various other occupations. Under the amendment, for example, district boards may find that certain men holding important positions in the Red Cross and kindred activities, or men enegaged in public health work, are engaged in occupations necessary to the maintenance of the military establishment or to the maintenance of the national interest, and, for that reason, are entitled to deferred classification.

"In making claims of the kind, the persons concerned may make use of those parts of the questionnaire relating to claims for deferred classification on the ground of being engaged in industries, including agriculture."

Miners Give Their Lives.

Miners are risking their lives to win this war, as well as the soldier boys at the front, says the Federal Bureau of Mines, in a report on the loyalty of America's coal diggers.

"In the year 1917, the last for which statistics are available, 2,696 miners gave up their lives while digging coal to win the war. Unfortunately the Government does not tabulate the casualties of the mines as it does of the soldiers. If the number of injuries could be shown, they would indicate that mining, perhaps, is as hazardous as war. Yet the miner goes about his work with the same enthusiasm and the same fearlessness as the boys 'over there,' and is surely doing his part toward winning the war," says the bureau.

"The lone miner in his working place, tearing the coal from its resting place, knows more coal means more guns, more ships, more munitions, and that these mean victory and the saving of the lives of their brothers who are fighting across the seas."

Dollar Power Shrinks.

Figures published by the Department of Labor show that the purchasing power of $1 in July, 1918, as compared with July, 1913, five years previous, has shrunk to 54 cents in Washington and Baltimore, 57 cents in Philadelphia, 59 cents in New York and Chicago, and 63 cents in San Francisco.

Stating this in another way, the increase in the cost of food during the five-year period was 85 per cent. in Washington, 84 per cent. in Baltimore, 77 per cent. in Philadelphia, 68 per cent. in New York, 69 per cent. in Chicago and 58 per cent. in San Francisco.

In the one-year period from July, 1917, to July, 1918, food advanced 22 per cent. in San Francisco, 21 per cent. in Washington and Philadelphia, 20 per cent. in Baltimore, 17 per cent. in New York and 11 per cent. in Chicago.

A RECOGNITION OF LEADERSHIP.

(Continued from Page 7.)

I thought of these words when I heard those gentlemen talking about the discontent that would come with the administration of justice in this arbitration proceeding. I thought of it when I heard that great bodies of other men would sink down on their knees, as I believe they will, and thank the living God that something happened, even if it was a war that destroyed other lives, that brought some meed of justice and some happiness into the lives of countless millions of people. Maybe I am wrong.

I thought of those words of Furuseth and Father Dowling again when I heard here this morning that if you elevated a man, if you gave him enough to eat, if you put him on a pedestal of manhood, that every child who came into the world is entitled to occupy, by making him economically independent, that he would become a recreant employe; that he would not furnish for the $5 wage which he received, if that was the amount fixed, the same meed of faithful service that he had faithfully given under the circumstances admitted by Mr. Churchill, when he was not getting enough to eat. I do not understand the causes of discontent if such things make for discontent.

And thinking of Furuseth naturally brings to my mind here another man, and I was thinking as I heard the argument of some of the lawyers here "What would Victor Olander think to-day if, in Washington, attending to the duties of this Government at great sacrifice, he heard that a lawyer was attempting to twist his splendid effort in behalf of leading your Honor's mind along the path of justice and the granting of the eight-hour day, to the confusion and the destruction of his own cause and his own people?"

He is a sailor like Furuseth. There is something in the occupation of a sailor that means a contemplative view of life and things, and conservative thought along all of the great departments of human activity and life, just as there is something in the trade of a horseshoer that makes a man fight against the elements, against the strength of the animal kingdom, and against the advances of exploiting tyrants like John Fitzpatrick has been fighting since last July for the people behind the yards.

The most awesome place in the world to me is on the shores of the Pacific Ocean on the California coast. I can stand on the Atlantic, close my eyes and vision myriads of great cities, the capitals of the world—a few days on an ocean greyhound and you are there. But I cannot imagine anything beyond the Pacific Ocean. I have stood there time and time again. I have looked at that beautiful sight, the sun going down over the western horizon, and I can think of nothing but infinity, but the omnipotent God, but of the great things that stir a man's soul when he is in the face of something so expansive and so full of meaning that all the petty things of life leave him. And maybe it is because those men, poorly fed, hard worked, if you will, sit on the deck of a boat for hours alone, lost in contemplation, that perhaps the beauties of the heavens or the terrifying phenomena, the hurricane, the play of the storm, perhaps, it is because they have the time to think between ports that brings to the surface intellects of the character of Andrew Furuseth and Victor Olander.

Victor Olander came here for a purpose, and I want to say that he discharged it with a fairness and with a fidelity and with an intellectuality that makes me prouder than ever to call him my friend, and to know that I have lived and worked in his time. He brought down and voiced, I say in two hours, the combined testimony of the sages who have studied the question of the eight-hour day, of the industrial administrators such as these gentlemen who have applied the eight-hour day; of the splendid, grateful, happy voices of the millions of people who are given a place in the good things of the world—the laborer, by the application of the eight-hour day. And he epitomized the thought that I tried to give you yesterday when he was asked the question, "Would you put in force the actual eight-hour day if it limited production and interfered with the war?" "Certainly not," he said. And that expression has been tried to be twisted against him in an effort, illogical, it is true, but in an effort nevertheless, to have your Honor misunderstood and misapply his testimony.

Commissioners Francis Krull and Thomas E. Hayden and Master in Chancery H. M. Wright of San Francisco have been appointed by Federal Judge M. T. Dooling to arbitrate the wage difficulties between the Shipowners and Merchants' Tugboat Company and the Marine Engineers' Beneficial Association, No. 35; Golden Gate Harbor, No. 40, of the American Masters, Mates and Pilots' Association. Thomas Crowley and William F. Humphrey, representing the shipowners, and Peter Hansen and Ernest F. Pogg the employes, have signed an agreement to abide by the decision of the arbitrators.

PROGRESS ABROAD.

The national trade-union federations of the three Scandinavian countries report a very noteworthy increase of their membership during the year 1917.

In Sweden the trade-union movement at the end of the year under review had a membership of 186,146, an increase of 45,334 (39.2 per cent.) over the preceding year. The female membership had increased from 8,238 to 14,402. The total increase of membership is distributed among a number of federations, among which those of the metal workers, sawmill workers, factory workers, transport and mercantile workers, tailors, bookbinders, and workers in communal employment show the largest increases. Accurate data as to the wage movements organized during the year under review are not yet available, but the total amount of the strike benefits paid by the trade-unions during 1917 is the largest since the general strike in 1909.

The National Central Federation of the Norwegian Trades-Union reports an increase of its membership during the past year by 14,000, the total membership being 93,000 in round numbers. Notwithstanding the fact that during 1917 the number of wage movements was very large—559, involving 65,000 workers—strike was resorted to in only 44 movements, affecting about 3,000 workers. The Central Federation's share in the strike benefits paid was 85,000 crowns ($22,780) as against 660,000 crowns ($176,880) in 1916. A very important movement brought about the introduction of eight-hour shifts in the paper, cellulose, and wood-pulp industries. In these industries 14,000 workers are now working under an eight-hour shift system. The building trades federations were able to conclude collective agreements in most of the large cities of the country. These agreements affected about 6,000 workmen.

The membership of the trade-unions affiliated with tht Danish National Federation increased in 1917 by 28,762 to a total of 179,284, of which 27,776 were female members. At the end of the year under review 53 federations with a total of 1,674 trade-unions, 208 of which were newly founded, were affiliated with the Central Federation. The report of the National Federation mentions negotiations with German trade-union leaders which took place to safeguard the interests of Danish workers going to Germany in quest of employment. It had become known that Danish workmen through false promises of German labor agents had been enticed to go to Germany. An agreement was reached that the activities of such labor agents in Denmark should cease and that the Danish trade-unions should act as employment agencies for those of their unemployed members who intended to seek work in Germany. The activities of the Danish trade unions in this respect never attained any importance and now have been discontinued entirely. The annual report of the federation also calls attention to a number of unauthorized strikes brought about by syndicalistic agitation. The employers obtained prosecution by the courts of the instigators of these strikes and seven labor organizations were fined in the total amount of 40,800 crowns ($10,934.40). Of this amount 32,000 crowns ($8,576) were paid by the shipyard workers' organization, which is not affiliated with the National Federation of Trade-Unions.

GERMAN SEAMEN'S WAGES.

Negotiations conducted in Hamburg between the organized seamen of Germany and the Central Association of German Shipowners as to further increases of war bonuses and overtime wages have recently been terminated with favorable results for the seamen.

The monthly war bonuses paid to seamen in addition to their basic wages have been increased as follows:

	FROM— Marks	TO— Marks
Apprentices	15 ($3.57)	20 ($ 4.76)
Ordinary seamen	25 ($5.95)	30 ($ 7.14)
Able-bod. seamen	40 ($9.52)	50 ($11.90)
Boatswains, carpenters, cooks..	40 ($9.52)	50 ($11.90)
Trimmers .....20-40 ($4.76-$9.52)		30-50 ($7.14-$11.90)
Firemen	40 ($9.52)	50 ($11.90)
Petty officers and machinists	40 ($9.52)	50 ($11.90)
Stewards .....20-40 ($4.76-$9.52)		30-50 ($7.14-$11.90)

Married seamen of all grades are to receive an additional monthly bonus of 10 marks ($2.38). Overtime wages, which hitherto varied between 50 and 60 pfennigs (11.9 and 14.3 cents) per hour, have been increased to 60 and 70 pfennigs (14.3 and 16.7 cents). These increases became effective on April 1, 1918, and are applicable to all parts of the North and Baltic Seas and all German navigation companies and seamen. Further negotiations with respect to questions of board, employment, and raising of the standards of qualification for crews are proposed to take place in the near future. The facts contained herein are translations from the Vorwarts, made for the U. S. Department of Labor Statistics.

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The merchant sailor, on the other hand, goes unarmed in many instances, as along the American coast, where U-boats are now operating. This does not deter him from carrying out his appointed work in the war, and he does it with pride and without fear.

That this is so is proven every day, when young men go from the training ships aboard the merchant vessels on which they are to serve as sailors, firemen, cooks, coal-passers, or whatever their grade may be. Fear is not in them. They are glad to go, and the presence of the U-boats in coastal waters spurs them on, if anything.

This is the answer of the young men who enter the Merchant Marine to the slanders of enemies ashore, that they choose this service because it is non-combatant.—The Merchant Mariner, published by the United States Shipping Board Recruiting Service.

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International Seamen's Union of America

(Continued from Page 5.)

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Labor News

General Manager Piez of the United States Shipping Board has notified district managers that it should be their particular business to assist in paying men back wages. "Our failure," he says, "to meet promptly and fully the conditions imposed by the Macy board is causing discontent and unrest among organized labor, and every possible step should immediately be taken to pay retroactive wages still due."

Officers of the International Brotherhood of Bookbinders report that the local at Franklin, Pa., has raised wages to $25 a week for male workers. Substantial increases have also been secured for bindery girls. Los Angeles has secured a rate of $24 for men and $12 for women; Winnipeg, $26 and $13, and New Orleans similar advances. The total membership of the international on August 10 was 15,928.

The management of the Bloomington (Ill.) Canning Company is explaining how a strike started among these unorganized workers. "It was all on account of a stranger, who accepted employment, started the trouble and then left the city," says the company officials. The company acknowledges that low wages are paid, but, of course, its employes were happy and contented until that stranger came in their midst.

The House of Representatives has passed the Keating Minimum Wage bill. The purposes of this legislation are defined as follows: "A bill to protect the lives and health and morals of women and minor workers in the District of Columbia and to establish a minimum wage board and define its powers and duties, and to provide for the fixing of minimum wages for such workers and for other purposes." The bill now goes to the Senate.

Attorneys for Thomas J. Mooney have announced that an appeal for a new trial will be carried to the United States Supreme Court. The appeal will be based on that section of the Federal Constitution which establishes the rights of citizens. The California State Supreme Court has twice refused to order a new trial on the ground that in criminal cases that are referred to it the law does not permit it to consider matter not contained in the record of the case. As irregularities in the conviction of Mooney were discovered after the trial was ended, the Court declines to order a new trial because the charges of irregularity are not in the record.

The "good old days," when employers had nothing to arbitrate, are gone, but George Steinle of Madison, Wis., is still living in the time when Coal Owner Baer announced that he and his kind held their property as a trust from the One above. Mr. Steinle is president of the Steinle Turret Lathe Company, and at a wage hearing before Government conciliators, it was developed that wage increases were offered employes if they would sign agreements not to join a trade union. In defense of this attitude Mr. Steinle testified: "I make the statement that before I will let the union tell me how to run my plant I will either tear or burn it down. That is my inherent right, just as it was my inherent right to start the plant. I lose my temper and I am proud of it. I never did anything in my life that I regret."

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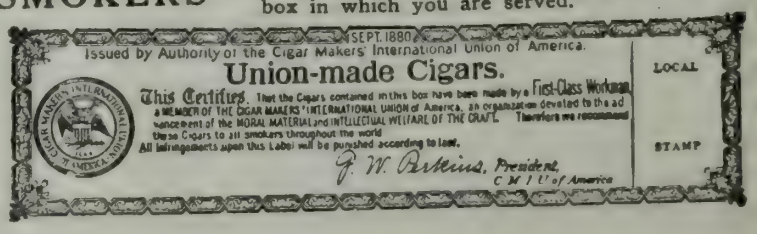

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Home News

The Housing Bureau of the Department of Labor has awarded contracts for the construction of 1193 houses at Bethlehem, Pa., and 100 ready-cut houses at Seven Pines, Va.

The Chicago school board is planning to equip a 640-acre farm for practical training to supplement the farm-craft lessons given Chicago schoolboys by the Illinois division of the Boys' Working Reserve.

One American officer and ten to twenty men were killed in clash between American and Mexican forces in the border town of Nogales, Arizona. It is estimated that 100 were killed on the Mexican side of the border by fire from the American side.

Henry Ford, the Detroit manufacturer, candidate for nomination for United States Senator, in both the Republican and Democratic primaries in Michigan, was nominated on the Democratic ticket, but is defeated for the Republican nomination by Commander Truman H. Newberry, former Secretary of the Navy.

When the Dayton Wright Aeroplane Co., of Dayton, Ohio, turned out its thousandth aeroplane it developed that the 6,000 men at that plant are turning out more fighting planes than any two factories in England or France. The daily and monthly output exceeds the combined output of the largest factories in those two countries, according to unofficial statistics sent to the Department of Labor.

Mr. Benjamin C. Marsh, executive secretary of the American Committee on the High Cost of Living, in an argument before the Committee of the House of Representatives, recently, had this to say in favor of a measure providing for the public ownership of the coal mines, oil wells and other natural resources: "The main object is to reduce the cost of living, and we believe it can be done effectively and permanently only by Government ownership and operation of these natural resources."

Plans for the organization of a national federation of manufacturers' councils to meet war-time and after-the-war emergencies, have been announced by Warren C. King, president of the Manufacturers' Council of New Jersey, who states that the organization will be effected on the plan of the American Federation of Labor, embracing the principal of local organizations in all manufacturing communities, which will form State councils. These, in turn, will furnish representatives for the National body.

The Treasury Department urges liberty bond owners to have these bonds registered. Emphasis is placed upon the danger of loss from theft or destruction of the millions of bonds now outstanding. A relatively small percentage of bondholders have means for keeping them safely, and as a result the bonds are kept in the homes where they might be stolen or destroyed. A coupon bond is as negotiable as cash and any one can sell it. Once a bond is registered, however, this danger is eliminated and even though the bond is stolen or destroyed the original owner will receive the interest at regular intervals, and the principal in full at maturity of bond. The Treasury Department makes no charge for registering these bonds. Any bank will give full information.

Domestic and Naval

Merritt & Chapman have raised the N. Y. P. & N. car float No. 2, previously reported sunk at Norfolk by collision with a steamer.

Since the beginning of the war the losses of American vessels through enemy causes have been, up to the end of July, 1918, 117 vessels of 319,594 gross tons. The total loss of life on these vessels is 424. The tonnage sunk during the first seven months of this year is still 55,349 gross tons below the total for 1917, and the number of vessels is less than half last year's toll. The loss of life so far this year is little more than one-third that of 1917.

Universal Shipbuilding Co., Sturgeon Bay, Wis., has taken a contract to build three ocean-going tugs, 150 feet long, at a price of approximately $750,000, for the Emergency Fleet Corporation. The hulls will be of wood. The yards are being enlarged and equipped for the construction of steel vessels and a complete boiler and structural shop equipment has been acquired for transfer to Sturgeon Bay. In addition a small list of new equipment is being purchased.

From Cleveland it is reported that ore has been sent forward at a record rate during the past three months. Very little grain, it is said, will be shipped this season, and consequently the lake movement from Lake Michigan ports will be heavier than usual. The crop will be ready early. It is expected there will be a fair movement from ports at the head of the lakes the latter part of September. There will be tonnage to move it, it is stated, and the grain will be sent forward without delay.

The Leathem & Smith Co., Sturgeon Bay, Wis., has laid keels for three of the six 100-foot tugs which it has contracted to build for the Emergency Fleet Corporation, and will lay the remaining keels before the end of the present month. Delivery is specified by June 1, 1919, and three are to be ready for service by May 1, next. The company has purchased considerable used equipment and some new transmission, hoisting and other machinery. The contract now in hand amounts to $960,000.

The speed ship, "Tuckahoe," which was turned over to the Shipping Board ready for service in the record time of 37 days, continues to make fast time in the coal carrying trade between Hampton Roads and New England ports. Average number of round trips for colliers has been two a month, but the "Tuckahoe" is making four, and on her last trip to Boston went in and out of port and discharged a cargo of 5000 tons of coal within 31 hours. Average of 19 colliers discharging cargoes at Boston during the "Tuckahoe's" visit was 135 hours and 54 minutes.

The Shipping Board is reconstructing eleven lake ships for transatlantic service and one large lake ship for ocean coal carrying, making twelve in all. The eleven ships are undergoing such extensive reconstruction that it amounts almost to building new vessels. By this procedure, however, use is made of the existing hulls, engines and boilers which, when overhauled and repaired, will be nearly as good as new, as all damaged material is being taken out. In order not to interfere with new shipbuilding on the lakes, the vessels being reconstructed have been placed mostly in small repair yards.

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Deposits	55,775,507.86
Reserve and Contingent Funds	2,286,030.34
Employees' Pension Fund	284,897.17

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Abrahamsen, Anton
Abrahamson, A. W.
Ackerman, Valfred
Acosta, Miguel
Adolfsson, John
Ahgren, W. A.
Alansburg, —
Aluwe, Joe
Andersen, A. F. C.
Andersen, H. -1526
Andersen, H. -2127
Andersen, John -1246
Andersen, M. -2054
Andersen, Nils F.
Andersen, O. -1301
Andersen, Rasmus
Anderson, Alfred N.
Anderson, Andrew
Anderson, Albert
Anderson, C.
Anderson, Carl J.
Anderson, C. N.
Anderson, F. V.
Anderson, Gunnar
Andersson, Hilding
Anderson, J. -1537
Anderson, Jack J.
Anderson, John C.
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Andersson, Erick
Andersson, Gotfried
Andersson, J. R.
Andreas, Johannes
Andresen, Jorgen
Antonsen, Marius
Appelqvist, John
Ask, Alfred E.
Ask, Lorentz
Augustine, Anthony
Azarov, Daniel

Baah, M.
Babchuck, Ernest
Backman, A. -2055
Bahn, C. F.
Baggs, H. L.
Bandel, Curt
Barry, Dick
Barry, Thos.
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Bru, Nils
Brunwald, Harry
Bunes, John
Bye, Alf
Bye, Didrick
Bye, Kristian

Calem, Anthony
Call, Fred
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Carlsen, Severin
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Carsten, A.
Carlstrand, Gustaf
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Christensen, Hans
Christensen, Harry
Christensen, H. C.
Christensen, Oskar
Christensen, J. P.
Christiansen, L. P.
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Chr Stoffersen, Gunval
Clarke, J. R.
Crosiglio, Joseph

Dahlgren, W. A.
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Dahlstrom, G. M.
Danielsen, John J.
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De Moss, E.
Delong, K.
Dias, E.
Diswert, William
Dobbin, Harry
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Donk, Johan
Dunwoody, Geo.
Drasbek, Karl
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Duncan, W. J.

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Edvarse, Frits
Eglit, Brenz
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Erickson, Chas.
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Erickson, John
Erickson, L.
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Heldal, Trygoe H.
Heldom, H.
Hellsten, A. H.
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Henensen, A.
Henriksen, C.
Hildes, W.
Hill -1387
Hill, — -2030
Hiorth, Jens
Hofman, P.
Hogstrom, Harry
Holmes, Fred
Holmgren, H.
Holmstrom, Carl A.
Holmstrom, D. B.
Holt, Fredrick S.
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Larsen, Gustav B.
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Larsen, J.
Larsen, Lauritz
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Larsen, Tonwald
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Lindblad, Conrad
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Nielsen, E. S. -1116
Nielsen, Kristian
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Nilsen, Fred. -520
Nilsen, Hans L.
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Olsen, Ingvald
Olsen, Iver
Olsen, L. -851
Olsen, Mandens
Olsen, Nicolai
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Olsen, Olaf S.
Olsen, Ole -1325
Olsen, Regmar
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Paulsen, Karl
Parks, Leslie
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Pedersen, H. -1560
Pederson, Carl
Pederson, Charles
Pedersen, Henry G.
Pedersen, M. G.
Pedersen, Peter B.
Pederson, Oluf
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Simos, Antonio
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Sjoberg, Silas
Smedsvig, Olaf
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Smith, John T.
Solum, Magnus
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Sorensen, O. E.
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Sorensen, S. C.
Soroff, Soren P.
Spatz, K.
Stangeland, Peter
St. Clair, Tho.
Stein, Albert W.
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Strandberg, John E.
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Strom, Karl O.
Strybos, D.
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Sund, Alex
Svanson, William
Svendsen, Henry
Svendsen, S
Svensen, A.
Svensson, John
Sveeingsen, S. U.
Swainson, Edward
Swanson, H. -2675
Swanson, Emanuel
Sweeney, Denis
Swensen, Anker
Swenson, Rubin
Swinbauer, C.

Tanman, Robert
Tanum, Helge -973
Terki, Anton
Thee, Rudolf
Thomas, Nelson
Thom, Edmund
Thorngren, Chas. G.
Thorstensen, Birger
Tilt, Clifford
Tomsen, Waldemar
Tomson, Charley
Toutt, Walter
Trigebretsen, T.
Trino, George
Trimmer, David

Uhlen, Jack

Valkonen, Veda
Van Kordencordt, W. A.
Vargas, Santiago
Verkamman, M. P.
Verkamo, J. J.
Vickery, Curtis

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Wagner, Ralph W.
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Wall, George
Wallenstrand, Harry
Wamser, A.
Wank, Roman A.
Wannquist, Ernest
Ward, Joe
Welkman, William
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Welsson, Emil
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Wilkinson, George
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Wilson, Williams
Winkler, Otto
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Wolters, H. F.
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Wurst, Walter
Wychgel, J.

Zetergren, E.

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Johnson, Ivar
Jurgenson, Julius
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Nelson, A. -1092
Olson, Knut
Osterholm, John W.
Paal, K.
Smith, John T.
Strom, Carl
Thymes, Oscar
Wesgaard, Jens

INFORMATION WANTED.

Any member of the crew of "C. S. Holmes" who was present when Gust Fondahn was hurt near Cape Flattery when in tow of "Goliath" on the 3d of January, 1913, will please communicate with Attorney S. T. Hogevoll, 627 Pacific Building, San Francisco, or with F. R. Wall, Merchants Exchange Building. 9-11-18

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Any person knowing the whereabouts of Gust Stenusen and H. Reinke, please communicate with Attorney S. T. Hogevoll, Pacific Building, San Francisco. 8-28-18

Alaska Fishermen
San Francisco

Anderson, Frank	Mittchel, Joseph
Anderson, Julius	Moberg, Oscar
Blom, John	Nilsen, Olof
Broman, Emil	Olson, Anskar
Burg, John	Oseberg, A. A.
Damberg, A. A.	Paulsen, Axel J.
Duggan, Thomas	Simmonds, J.
Israelsen, Isak	Steen, J. J.
Johnson, Emil	Sheldon, C. B.
Jacobsen, C.	Tamirsor, Peter
Johansen, H.	Wikman, Daniel
Kjendalen, Ole V.	Weber, Fred
Larsen, Olof	Weisham, R.

Olof Nilsson, born in Hufvulsvik, Jamtland, Sweden, year 1880, height 5 ft. 8 in., brown eyes, dark brown hair; last heard from in 1909, on board S. S. "Kurrachee," Karrachi, India. Anyone knowing his whereabouts please notify his sister, Mrs. Nels Olson, 1033½ W. First St., Duluth, Minn. 8-21-18

A. Ullman, second mate on board S. S. "Davenport" from March 1 to March 20, 1918, will please call immediately in relation to important matter, at the office of J. O. Davenport, 112 Market St., San Francisco, Cal. 8-21-18

Alex Johnson, mate of the steamer "Tahoe" in Dec., 1917, and Matt Johnson and T. E. Sjostrom, seamen, are inquired for by J. T. Smith, of M. Thompson Co., 112 Market St., San Francisco, Cal. 7-3-18

News from Abroad

The Spanish Government is considering a scheme to organize the maritime service in Spain under Government control. It is intended to requisition all vessels for the transport of articles for national consumption.

The Chinese river steamers "Charles Hardouin" and "Paul Beau," each 1,671 tons gross, 909 tons net, built and engined by the Cie. Francaise de Nav., Nantes, in 1903 and both owned by the Canton Navigation Co., Canton, have been sold at Hongkong for $1,045,000 net, the purchasers paying an additional $260,000 for converting the boats into ocean steamers.

The destruction of the machinery on several German steamships interned in Chilean ports by their crews is being investigated by the Chilean Government. The authorities have directed that extraordinary vigilance be taken to prevent the Germans from sinking more vessels and the Government has announced that the Germans will be held responsible for the damage done.

Copenhagen reports that the American Ambassador has applied to the Minister of Foreign Affairs to bring an action against the Aftonblatt for an article in which President Wilson is characterized as "the Presbyterian war-god of the Democratic money mob," and in which it was said that the Entente both feared and despised America. The Minister of Justice has expressed his wish that the newspaper be prosecuted.

The British Government announces that two royal air force officers, with two air mechanics, have flown from England to Egypt, a direct distance of 2,000 miles. Spare parts for the machine were carried and few stops were made for gasoline. The machine used was of a type that has seen service at the front. It is declared that the trip "was in every respect a piece of routine work and not a matter of special designing or organizing."

Among the many important happenings of the past week the outstanding event was the brilliant victory of the Americans at the St. Mihiel salient. There is not space in which to record all its wonderful features, and what American but has devoured every line of last week's dispatches? The first blow by a united American Army under General Pershing, it swept through the Germans like wildfire. In less than two days, the whole salient was pinched off, the fighting line reduced by twenty-two miles, innumerable towns and villages were taken and with them about 20,000 prisoners. Berlin, in a screamingly funny dispatch, said the evacuation was carried out without interference—one wonders what would have happened had the Germans been interfered with. Americans have covered themselves with glory, and still greater glory lies ahead in the taking of Metz. America is now more than the hope—she is the reality of victory. Brilliant work was also done by the French and British, the latter bringing in 750 guns and 75,000 prisoners in four weeks. How hard the British fighting must have been is seen in a week's casualty list of 21,445. Altogether, the events of the week were a striking reply to the stalemate pessimists. No wonder the Kaiser and his cohorts are now squealing for peace.

With the Wits

"Have you got a second-hand car, as good as new, for about one-quarter what a new car would cost?"

"Yes'm, we've got just the one you want. It's being towed in now."—Life.

"There are some queer ways about building operations."

"How do you mean?"

"When a man wants to expand his building for business reasons he calls in a contractor."—Baltimore American.

"You men make a lot of work."

"What is the matter, love?"

"You keep me busy sewing buttons on your vest."

"Well, dear, you feed me so well," was the diplomatic husband's response.—Louisville Courier-Journal.

Remarkable Cure.—Doctor—Did that cure for deafness really help your brother?

Pat—Sure enough; he hadn't heard a sound for years, and the day after he took that medicine he heard from a friend in America.—New York American.

"Some of you men who play poker day and night ought to be taken for loafing."

"Playin' poker at Crimson Gulch," answered Three-finger Sam thoughtfully, "may be non-essential. But if you perteck your interests it ain't loafin'."—Washington Star.

"Now, who was it that was not glad when the prodigal son returned home?" asked the teacher, expecting to hear the reply, "The elder brother." Instantly a little hand went up, and the teacher asked: "Who was it, Tony?"

"It was the calf," came the confident answer.—Tit-Bits.

Sympathetic Old Lady (to convict)—Ah, my unfortunate friend, your fate is indeed a hard one; and, as she thinks of you here in this dreadful place, how your wife must suffer!

Convict (very much affected)—Yes'm, and there are two of 'em, mum. I'm here for bigamy.—Tid-Bits.

Children's Accounts

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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

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LIABILITY FOR SEAMEN'S INJURIES.

The Urgent Need for a National Seamen's Compensation Law.

Until such time as the Congress of the United States shall enact a general Federal compensation law for Seamen it is virtually impossible to make any clear-cut statements regarding a vessel's liability for injuries sustained by seamen.

However, since the decision of the United States Supreme Court in the case of Jensen vs. Southern Pacific, and the more recent decision by the Court of Appeals of the State of New York in the case of Clarence P. Howland vs. State Industrial Commission, there has been established a community of interest as to negligence actions between seamen, longshoremen and ship-repair men.

The courts have finally established that any work being performed pursuant to a maritime contract comes exclusively within the jurisdiction of the Admiralty law. It further decided that a longshoreman's contract to load a ship, is a maritime contract and a repair man's contract to repair a ship is a maritime contract; therefore employees of longshoremen or ship-repair men, working on board vessels pursuant to such contracts, are bound by the substantive Admiralty law as to their rights growing out of any accident while in the performance of their work.

There has been no decision yet on the new act of Congress which extends to all maritime workers the benefit of any Workmen's Compensation Act which might by its terms give them a remedy. It has been definitely decided, however, that the substantive principles of maritime law shall determine the rights of longshoremen, ship-repair men and seamen as to all accidents on board ship.

The Question of Maintenance and Cure.

It was held in the recent case of Fullford vs. Jay Street Terminal, by Judge Ward sitting in the District Court, which Attorney Silas Blake Axtell of New York brought to trial this summer, that a longshoreman whose hands were frostbitten while loading a ship with a hand truck during the winter months, was not entitled to maintenance and cure as a seaman, although his work was maritime.

The decision of the Supreme Court in the Jensen case and in the recent case of Chelentis vs. Luckenbach, which was carried to the Supreme Court by Mr. Axtell, established definitely that the substantive Admiralty law determines the rights of the parties. As to the remedy, the longshoreman or seaman or ship-repair man may proceed in the common law courts and have the benefit of common law remedies, to-wit, a jury trial.

In the decision of the United States Circuit Court of Appeals in this circuit in Chelentis vs. Luckenbach, Judge Ward in writing the opinion of the court, which was affirmed (with dissenting opinions) by the Supreme Court, held that a seaman might recover at common law for injuries sustained irrespective of contributory negligence on his part.

It has always been one of the main axioms of the common law, that in an action for tort, the plaintiff cannot recover unless he is shown to be free from contributory negligence. In Admiralty cases, the more equitable doctrine of averaging the damage in proportion with the negligence of the respective parties, was adopted in the case of Max Morris, 137 U. S. 1, a decision made about 1885 in the Southern District of New York by Judge Addison Brown and was affirmed by the Supreme Court of the United States.

A "Right" Given by Maritime Contract.

In the case of Holt vs. Cummings, 102 Pa. 212, an old common law suit, it was held that a seaman could maintain a suit at common law for maintenance and cure or board, lodging and doctor bills, a right given to him by his maritime contract. The decision of the Supreme Court in the Chelentis case, affirming the language of Judge Ward as to the change in the common law negligence rule, would seem to establish the provisions as to seamen at least, to be similar to the rule created by the language of the Federal Employees Liability Act which in its terms states that workmen may recover irrespective of contributory negligence and irrespective of the negligence of fellow servants as well.

Judge Sheppard in the case of Erickson vs. Roebling's Sons, tried in New York during the past month, charged the jury on that point particularly. The attorneys for the defendant took an exception and it is possible that the question will be reviewed in a higher court.

It was of course the contention of the plaintiff in the Chelentis case, that liability was created by Section 20 of the Seamen's Act through operation of the doctrine known as respondeat superior. In other words, the employer or principal is liable for the acts of his agent or employee done in his interest. Congress believed that the bar to recovery in the "Osceola" case, 189 U. S., was the fellow-servant rule and a complete investigation of all decisions rendered prior to the "Osceola" decision indicates that the fellow-servant rule was the bar to recovery in each instance and that Judge Brown in writing the opinion in the "Osceola" case merely stated what he thought to be the law.

The Supreme Court seems to have taken the view that by the "Osceola" decision the liability of ship-owners was limited and that the doctrine of respondeat superior ceased to operate.

Another Supreme Court Decision Necessary.

To many it would seem that the law on this particular point is becoming very much involved and that an appeal of a case like the Erickson one will be necessary before the situation will be finally clarified.

A more recent case which involves possibilities which may be important to seamen is that of Farrish vs. Mallory S. S. Co., which was tried in August before Judge Mack in the United States District Court. The plaintiff, a colored longshoreman, fell through the hatchway of the S. S. "Santiago" at Pier 36, North River, at about 7:40 a. m. before there was sufficient daylight in the hold to permit his seeing and before any light was provided by the company.

It appeared that the storekeeper who had the key to the lamp room had not come on the dock and did not come until after the accident. The plaintiff was ordered by one of the assistant superintendents to proceed with the work of getting the skids ready in the 'tween decks. While doing this work he fell through an open hatchway which was unguarded and unlighted. It appeared that he had not worked in the hold of this ship for nearly a year and that during that period the width of the 'tween deck hatch had been extended. He received no warning as to the change or that the hatch was open. He claimed it was so dark that he could not see. Over strenuous objection of counsel for the defendant that the place was reasonably safe and that the negligence, if any, was that of fellow-servants, the court sent the case to the jury.

Attorney Axtell of New York, has supplied the Journal with a copy of the charge of Judge Sheppard in the United States District Court, Southern District of New York, in the case (already referred to) of Erickson against John A. Roebling's Sons Company of New York.

This is a suit which was started on behalf of the plaintiff, Alec Erickson, a member of the Seamen's Union, shortly after the case of Chelentis against Luckenbach, which was subsequently taken to the Supreme Court of the United States. The action was commenced against Roebling's Sons Company, part owners of the schooner "Margaret Thurlow," at common law, and was brought to trial in the month of August, 1918, at New York.

Failure to Furnish Safe Appliances.

This case, in which the facts are stated in the charge to the jury which is reprinted herewith, is distinguishable from the Chelentis decision because in that case, the negligence was predicated upon a negligent act of the seaman in command in failing to give a proper order in the handling of the vessel. In the Erickson case there was a negligent order given, but the negligence was that of the master in failing to furnish and use proper and safe appliances. It is one of the duties of the owner to furnish a seaworthy vessel, safe appliances and equipment. The master is the owner's agent and responsible in the performance of this duty. He furnished to the workmen and directed that they use an appliance for the work which was unsafe, defective and worn out, causing the injury.

This case may be the open wedge to a broader statement of principles of Admiralty and common law, relating to torts on board ship, by our High Court. Mr. Axtell, who represented Erickson, believes that the judgment of Judge Sheppard will be sustained.

Following is the interesting and instructive charge to the jury made by Judge Sheppard in the Erickson case:

The Court (Sheppard, J.): "Gentlemen of the Jury, the case submitted to you and the one which you will try according to the testimony is the one made out in the plaintiff's petition or complaint in which he alleges certain injuries by reason of the negligence of the defendant Roebling & Sons. He charges in his petition, and that is what you are confined to, you can-

not go outside of the record and speculate upon what injuries he received or how those injuries were received, but you must look to his original declaration exclusively, and he sets forth in that that he was injured by reason of the negligence of the owners in supplying inadequate and defective apparatus for discharging the cargo of the vessel. That a certain block of wood or stick of wood by order of the master who was agent of the owners in the premises at the time was adopted as a means of bearing up or holding up the ends of the timber or logs which were at the time being removed from the hold and discharged upon the wharf at Ponce, Porto Rico.

"To that petition of the complaint the defendant denies all those allegations, that the master gave any such order that any such means by the consent or knowledge of the master or owners of the ship be used in the discharge of that vessel's cargo. So you have the plaintiff's case and the denial of that case as made by the defendant.

Negligence is Basis of Action.

"The basis of this action is negligence, negligence of the master, who was the agent of the owners in what? In supplying or furnishing insufficient and inadequate appliances for unloading the vessel, to-wit, a certain block or stick which was used or adopted at the time for the removal of the cargo from the hold out to the shore. Negligence is that doing of something at a time and under circumstances which a reasonably prudent person would not do, or leaving undone or not doing a thing at a time and under circumstances which a reasonably prudent person would do. And that you must find as the basis of the action of the plaintiff which would entitle him to recover in this case on negligence, and that definition of negligence applies as well to the plaintiff under the facts in this case as to the defendant, because, under the law as we conceive it as now adopted by the courts of this country in a case of this sort brought by a seaman against a vessel, the rule of contributory negligence is applicable to the plaintiff as it would be even though his suit was strictly in Admiralty or maritime courts. So consequently that rule of negligence applies to him as well as to the defendant.

"So in addressing your attention to the testimony in this case you are confined to the evidence. I may say to you that whatever verdict you find or do not find, you are not to give regard to any other case or to any opinions of law which counsel might entertain, or any views they may have expressed as to the opinions of other courts, but you are to take the law from this court, be it correct or incorrect. This is the forum that gives you the law that governs your deliberations upon the facts in this case.

"So you first address your attention to what caused the injury and whether or not it was a defective block or stick which was used and adopted at the time for the removal of the particular log which by some circumstances let slack in the chain which this plaintiff was controlling at the time that caught his finger and cut off his finger.

"Then you go further and ascertain whether or not if this block of wood was the cause of it, whether it was an article or a means supplied by the master, because the owners would not be responsible for the act of negligence in the hold or aboard ship except for that of the master in the supplying the stick, he being the agent of the owners at sea and competent in all matters to give directions and to supervise the control and conduct of the ship, just so the law makes the owners responsible for his acts. Therefore, if you find that it was the inadequate means of lifting the log out of the hold which caused the slack in the chain that caught the man's hand and cut off his finger, whether or not that was an article supplied by the master and whether or not it was the proximate cause of the injury, the inadequacy, the negligent manner of the operation of that thing was the proximate cause of the injury, or whether it was the carelessness of the plaintiff or the contributory negligence of the plaintiff which was the proximate cause of the injury.

Ascertaining the Facts in the Case.

"Then, if you find it was a negligent act under the circumstances, that this was an improvident way of unloading the vessel and that means was adopted by order of the master, then you will next inquire what part of the plaintiff's conduct, care or lack of care at the time entered into the act of the chain becoming slack and catching his hand.

"You have heard all the evidence. You have heard the testimony of the plaintiff and you have heard it corroborated by some other witnesses, that the master went into the hold and picked up this piece of wood and that he placed it in position and showed them how and demonstrated how it should be done with a view to facilitating the removal of the cargo from the hold.

"You will remember from the testimony that that is positively denied by the master, and there is also the testimony of other witnesses that corroborated the fact that the captain did not go into the hold, nor did he make any such demonstration or any such order. There is a conflict in the testimony which I will comment on a little later, but you remember the plaintiff's testimony which said that he was standing at the hatchway with an unobscured view into the hold and that he saw the master when he did this, when he picked up this piece of wood himself which he says broke under the strain and under the weight of the log which caused the slack in the chain to catch his hand. If he was looking at that and if he was an experienced seaman, and if that was something new and out of the ordinary and something unusual, then you will inquire whether he had the opportunity of seeing and knowing what was being done, and knowing that it was an unusual thing and that it was liable to cause the very thing to happen which did happen, and he went on and worked with that knowledge, then did he not contribute to his own injury? If you find that he was cognizant of the danger or knew that it was liable to do what it did do, and therefore he was negligent himself and that his negligence contributed to his injury, then you would take into consideration that negligence of his in ascertaining the amount which he would otherwise recover if he were not negligent himself. That is to say, you are confined in this case and in this action to a reparation to plaintiff for his loss, his pecuniary redress, for the loss of the use of that hand in the employment in which he was engaged at that time, his diminished earning capacity by reason of the injury, and the physical suffering that he endured in the hospital, and you are confined to that and that alone in this action as a matter of redress.

"Therefore you take that as the basis of what you consider would be his earning capacity of both hands and what you now consider is his diminished earning capacity with the loss of two or three fingers on the one hand, and then find what would compensate him for the number of years that he would have followed that vocation at the pay that he was getting, allowing him whatever he is likely to lose as a reduction of wages from what he would have got with both hands. And in addition to that such sum as you think would be adequate compensation for his physical suffering by reason of the pain and anguish that he suffered while in the hospital and while these operations were being performed. Then when you ascertain what that amount is, inquire how much did he contribute to the injury himself, and if his own negligence contributed 50 per cent., you will deduct from whatever you would allow him otherwise, 50 per cent., but if you find that his negligence was not equal to that of the defendant and was much less, then reduce the defendant's allowance from what you would have given him otherwise by whatever you think would be in proportion to his own negligence which contributed to his injury.

The Question of a Future Operation.

"Plaintiff would not be entitled to recover for any future operations that may be necessary upon his hand. He is confined in his recovery to the loss of the use of that hand as the means of earning a living, to his capacity of earning a livelihood and for his anguish and for his physical suffering. If the defendant sent him to a reputable hospital and provided hospital relief and physicians and surgeons and by reason of the negligence of the physicians or surgeons in that hospital he suffered otherwise and may have to undergo another operation does not enhance his damages; that was not in the contemplation of the owners as a consequence, if they were negligent, and according to the well-settled rule of law that would not be a consequence of the injury which the defendant would be bound to repay him for, and if there was any responsibility it would be that of the hospital or the surgeon who negligently operated on him and left him in that condition.

"So now in considering the testimony, you have, as I have intimated to you, a direct conflict between the master and the plaintiff himself. The master denies that he ever put any such operation into effect. He denies, I believe, if I heard his testimony, that he knew or had any knowledge that they were unloading the vessel with these sticks. There is some testimony that corroborates him. As against that you have the testimony of the plaintiff, who says that he was looking at the master when he put that stick up and got it out of the dunnage and brought it and set it up and some of the witnesses corroborate that, and told him that was a means which would facilitate getting the cargo out of the vessel. There are other conflicts in the testimony. It is the peculiar province of the jury to reconcile the conflict in the testimony of witnesses, if they can, with what they believe to be true in the light of what seems to them to be credible; and what you think from your own common sense and experience is the most probable and most reliable under the circumstances. If you cannot reconcile the conflict of the witnesses with what you believe to be true, then it is your province to discredit that which you think is unworthy of belief in the light of all the testimony, in the light of your own experience and your own common sense and accept that which seems most reasonable and most practicable and most probable and which corresponds more with your experience in everyday affairs and determine the case according to your own view of what you think is true under all the circumstances in the case. And when you thus arrive at your verdict by that standard you will find whatever you think will compensate the plaintiff as I have given you the law for his loss in the earning capacity which he otherwise would have had had he both hands.

"There is no evidence here as to what he paid the doctor or what he paid to hospitals; therefore, that is not any element of recovery, but the only matter that is submitted to you is that one question of what would compensate him for the loss of the use of that hand or the partial use of that hand, and for his physical and mental suffering during the time that he did suffer with the injuries and allow him a verdict for that amount, and, as I say, if you find that he contributed to his own injury so reduce that verdict in proportion to what you think his negligence contributed."

The jury, in its verdict, awarded twenty-five hundred dollars to the plaintiff, Alec Erickson.

STURDY STOCK.

(By Henry A. McAnarney.)

There have been more than 2,000,000 sturdy men between the ages of 21 and 31 withdrawn from productive industries in the last year—men whose positions cannot be filled by women. And these figures are for the United States alone. They do not take into account the limitation of the labor supply through the natural cessation of immigration, because of the amalgamation of the immigrant class with the fighting forces of Europe.

The United States must recoup the industrial deficit of the entire world—a herculean undertaking in normal times; titanic in the present day. Yet a task which the country faces with calm assurance of accomplishment.

The nation has faith in the loyalty, the patriotism and the capacity of its reserve working forces to overcome the gigantic barriers that obstruct the way. The time has come when that faith must be justified.

The nation's fighting forces have proved their mettle on the battlefield overseas; demonstrated it to the confusion of the sneering cynics at home; to the bewilderment of the Prussian military strategists—those superman mathematicians who riddled with diagrams and drivel, maps and mucilage, ink and idiocy, the plan of the United States to land an army of a million fighting men on European soil in fewer than five years.

Those "masters of the arts of war" had put it down in figures that this could not be done; every fact of history denied its possibility. They made merry over the mere suggestion. A contemptuous shrug of the shoulders dismissed the United States as a factor in the war.

But the United States did that—and more. In one year there were a million and a half Americans fighting on the Western front of France.

That was a triumphant thrusting aside of "facts and figures," and a new scale for guiding scientific calculation. A successful climax to a stupendous undertaking.

Now the working men and women of the country are called upon to duplicate in the field of industry the valor and the courage that our troops have shown on the field of battle.

Our workers are courageous. They know that the war must be won. They realize that their forces of will and their indomitable determination, are the guardians of universal liberty. They are confronted by the supreme obligation of supporting our magnificent fighting forces overseas with munitions and supplies of war, of feeding the nation's Allies, of keeping the whole machinery of life in motion.

Shall they fulfill that supreme obligation voluntarily and vigorously?

They shall; for they come of the sturdy stock that stand by their guns when their country calls.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Government vs. Private Control.

Untangling a freight blockade of 180,000 loaded cars on Eastern lines was the first work of the United States Railroad Administration, says Director General of Railroads McAdoo in a report to the President on things accomplished in seven months of Government-controlled railroads. The report indicates that the Director General believes he and his associates have brought order out of chaos at a most critical period of the nation's life and he rightfully proclaims this fact.

Other features of the report include surprising economies affected while efficiency has been developed to a high degree. This efficiency is indicated by the statement that the northerly trunk lines are used for through trains between the Chicago district and the East, thereby releasing the more southerly trunk lines to handle the traffic that originates in the Pittsburgh district, where "congestion of local and through freight in the past has created some of the most costly and exasperating blockades that have been known in the history of American railroads."

The Director General says that as "no man can serve two masters" the presidents and other officers of the railroad companies were released and their places filled by officials directly responsible to the Director General. This leaves the presidents free to protect the interests of stockholders and owners.

Under private control of the railroads 2,325 officers, drawing salaries of $5,000 a year or over, were employed, with aggregate salaries of $21,320,187. Under Government control 1,925 officials (a reduction of 400) are doing the same work, and the aggregate of their salaries is $16,705,298—an annual saving of $4,614,889. This includes the officers of the regional districts as well as the central administration in Washington, except the Director General himself, who receives no salary.

Under private control salaries as high as $100,000 a year were paid. Now the highest salaries are paid to the regional directors (of whom there are but seven), and these range from $40,000 to $50,000 a year.

The expenses of law departments have been reduced about $1,500,000 annually without impairing the efficiency.

Competition has been abandoned and the consolidation of ticket and freight offices has saved over $16,000,000. Discontinuance of advertising has effected another saving of $7,000,000.

Many unnecessary passenger trains have been eliminated. In the territory west of Chicago, and the Mississippi River passenger trains traversing an aggregate of 21,000,000 miles a year have been done away with, and in the Eastern district the saving approximates 26,500,000 miles annually. Other unnecessary trains are being annulled, the hauling of special trains and needless private cars has been discontinued and through travel is being directed to the natural routes. Now tickets are good on any route that directly reaches the point desired.

The same policy is being applied as rapidly as possible in the consolidation of freight terminals, with a saving of switching costs that will permit of the more rapid loading and unloading of freight cars.

The Director General shows that freight traffic from Los Angeles to Dallas and Fort Worth has been shortened over 500 miles because routing via the Southern Pacific Railroad has been abandoned. Oil shipped from the Casper, Wyo., fields to Montana and Washington points is routed 880 miles shorter, and a new route between Kansas City and Galveston has been developed which is 280 miles shorter than the 1,121 miles previously traversed. These instances indicate what is being done to shorten hauls and make possible the more intensive employment of both rolling stock and equipment.

To further illustrate the terrific waste under private control, the Director General says that during a period of about 60 days some 8,999 cars were re-routed in a certain Western territory so as to effect a saving in the mileage traveled by each car of 195 miles, equal to a total of 1,754,805 car miles.

Urge Control of Packers.

The farmers' national committee on packing plants and national industries has asked President Wilson to take over the various facilities of the meat packers named in the recent report of the Federal Trade Commission.

"It is our opinion," the farmers say, "that the recommendations made by the commission are peculiarly wise and timely, and that if enacted into law so as to be permanent in effect they will break down the monopolistic tendencies, open up a field of fair competition, correct most of the abuses of which we complain as producers, and lead to economies in production, shipment and treatment of livestock and meat products that will secure benefits to the consumers.

"Certainly the stock yards, the private cars and the distributing centers for meat cannot be considered as other than distributing facilities in connection with the railroads. The logic of the situation is obvious and in our opinion the assumption by the railroads of their proper terminal functions will prove the remedy that we earnestly desire."

No Chinese Needed to Save Wheat Crop.

The United States Employment Service reports that workers within the western wheat States provided all the labor used in gathering the wheat harvest this summer.

This announcement shatters the doleful predictions of advocates of Chinese immigration, who talked of importing a million Orientals to save the wheat from certain destruction.

Of the farm workers engaged, over 18,000 or more than one-half of the total number of emergency workers, were placed on the farms and directed by the employment service.

That the harvest should have been accomplished entirely by local effort is proof what organization and local enterprise can

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The recent legislative assembly of the Province of British Columbia enacted a law establishing a minimum wage board to ascertain the wages paid to women in the Province, and, if after investigation it appears that inadequate wages are being paid in any occupation, trade, or industry, to call a conference for the purpose of determining what is a suitable wage and to establish and enforce the same. The board is to serve without pay, and to hold office during the pleasure of the lieutenant-governor, who also makes the appointments. One of the three members is to be a woman, and the deputy minister of labor is to be a member ex-officio and chairman of the board.

Nova Scotia trade unionists have given notice that they will oppose the importation of Chinese labor into the Cape Breton mines. Government officials who favor this plan are advised to visit the mines instead of relying on second-hand information. It is shown that there are between 100,000 and 200,000 tons of coal banked at the mines. Formerly this coal has been cleared away in the summer, but because of lack of transportation it is now menaced by the danger of combustion. If the present pile is not removed, the unionists say, the outlook is that the mines will have to close down this winter, and instead of discussing the importation of Chinese, officals will have an out-of-work problem to keep them busy.

On December 8, 1917, the Federation of the German Building Trades Workers made an investigation of the wages of its members. The investigation included 90,000 workmen and covered all Germany. The results showed that at the time of the investigation the average hourly wage rate of masons was 95.7 pfennigs (22.8 cents) and that of helpers 85 pfennigs (20.2 cents), representing an average increase of 87.6 and 88.9 per cent., respectively, over the pre-war wage rates. The average hourly wage rate of excavation laborers was found to be 82.5 pfennigs (19.6 cents), that of cement workers 103.7 pfennigs (24.7 cents), of plasterers 140.6 pfennigs (33.5 cents), and of stone-floor layers and terrazzo workers 144.4 pfennigs (34.4 cents).

The May (1918) number of the Szakszervezeti Ertesito, the official organ of the Hungarian trade-unions, contains the statement that in 1917 the number of organized workers in Hungary increased to 215,222. Before the outbreak of the war the Hungarian trade-unions had a membership of 107,486. The drafting of members into military service reduced the membership to 43,381 at the end of 1915. This crisis was overcome in 1916, during which year the membership increased to 55,338. In the past year, however, this number has been nearly quadrupled. The great propaganda work of the Hungarian trade-unions dates back to the peace demonstration on May 1, 1917. If it is considered that industry and legal protection of the right of coalition are equally undeveloped in Hungary, the rapid progress of the Hungarian trade-union movement becomes particularly noteworthy. Of the 215,222 organized workers 166,411 were men and 48,811 were women. The number of female trade-union members is nearly five times as large as in pre-war times.

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NOTICE.

The following named members, in order to comply with the military regulations, should at once call or write to the Sailors' Union office for their questionnaire:

Aalta, Albert
Aalta, Henry E.
Abrahamson, A. W.
Anderson, Sven
Axelsen, J. H.
Baardsen, Hans M.
Bergstrom, John E.
Bowma, Jan
Burg, John
Byglin, O. O.
Carlsen, H. C.
Carlson, Einar G.
Castro, Julian F.
Eliasson, J. E.
Ellison, Morris
Ericsen, John
Hansen, Johannsen
Hansen, B. P. A.
Hermann, Carl E.
Jacobson, Malt
Jansson, Karl H.
Jansen, Bernh.
Jensen, Frank
Jensen, Henry
Johnsen, Carl G.
Loine, Frank L.
Ludwig, Nils H
Lundstrom, E. W.
Lund, John A.
Lysc, John
Makla, Anden
Mathiesen, Axel
Nielson, Hans
Nilsson, Nils H.
Odenberg, Adolph
Olsen, Nicolai
Olsen, Claio
Olsen, Emil
Olsen, Mandius
Olsen, Angar M.
Olsen, Ragnar
Olson, Knut
Ostergard, Frank
Pederson, C. E.
Peterson, Conrad
Pettersen, Einar E.
Rasmussen, R. H.
Rasmussen, L. A.
Rod, Sakarias
Roed, Hjalmar
Roffer, Jack
Rontved, O. J.
Schellenz, Charles
Schippman, H. C.
Sige, Herman
Stovner, Anders S.
Strasdin, Paul
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Zwart, A.

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They're in to Win

Fair targets, every one of these men, for the German riflemen and machine gunners hidden behind the parapet.

But they are not thinking of the bullets whizzing past them; of the shells bursting over their heads.

They are intent on one thing—to scale that bank, take the bridge head and ***win the day.***

And these men are made of the same stuff as all true Americans who read these words.

If we are the same stuff, let us prove it. Let us get into the fight as they do—to the limit—for Victory!

Pacific Coast Marine.

A total of $50,000 has been subscribed by business men of Everett, Wash., to establish the Hyde Wooden Shipyards near that city.

The Pacific Marine Iron Works, Portland, Ore., has leased a large site near the Morrison Street Bridge, which will be equipped as a fitting out dock for vessels now under construction. Three slips, each 112 by 312 feet, will be built.

The alien enemy inspection detail of the Navy is making a vigorous warfare against slackers on the water front, who exist by virtue of their panhandling methods. The officials say there is no excuse for men of sturdy physical condition to live on homeward-bounders and all will be rounded up and given an opportunity to work or enter military service.

The United States Shipping Board is planning for the construction of a drydock at San Pedro Harbor, Los Angeles, which, it is understood, will be used for repairing vessels in connection with the plants of the Southwestern Shipbuilding Co. and the Los Angeles Shipbuilding & Dry Dock Co. An appropriation of $204,000 has been made for the dredging of a dry dock channel at the harbor and $130,350 for a connecting channel to facilitate operation.

The "Georgina Rolph" of the Rolph fleet has been towed to San Francisco and is now being equipped with machinery at the Alameda plant of the Bethlehem Steel Corporation. Captain I. N. Carlsen, who has charge of the installation on all of the ships of the Rolph concern, said the "Georgina" would be a coal-burner. All of the other vessels have been fitted to burn oil.

A syndicate in which George Watson of Victoria, B. C., is manager, will build a floating drydock to be constructed in sections so that additional sections may be added.

A number of Eastern business men were at South Bend, Wash., recently, looking over the plant of the South Bend Shipyard Co. They were favorably impressed with the location of the site and consider it one of the best on the coast. A movement is on foot for the consolidation of the Kleeb Lumber Co. and the Willapa Harbor Iron Works with the shipyard plant. The first keel at the shipyard plant was recently laid. The ship to be built will be 250 feet long, 43 feet beam and 22 feet depth of hold. It will be of the American auxiliary schooner type.

One of the sailing ships owned by the Alaska Packers' Association and commandeered by the United States Shipping Board went ashore near Katsura Chiba, on the coast of Japan, September 17, according to a cablegram received at San Francisco. Captain Larsen and his crew, except one man, were taken ashore. The advices did not state whether the sailor was left on board on purpose or was lost. The ship sailed from Manila for this port July 15 and is supposed to have encountered a typhoon. At last reports it was hoped that aid will arrive in time to save both ship and cargo. The latter is valued at more than $1,000,000 and consists of hemp, coconut oil and other Oriental goods.

The new Liberty plant of the Bethlehem Shipbuilding Corporation at Alameda, Cal., when completed, will be one of the largest shipyards in the United States. It will be twice the size of the Victory plant of the Bethlehem Shipbuilding Corporation at Squantum, Mass., and will involve twice the expenditure. The plant, which will have ten shipways, will cover more than a third of a square mile and from 3,000,000 to 4,000,000 yds. of dredging will be necessary. Large vessels will be built, contracts for which have already been awarded by the United States Shipping Board. Contract for the construction of the plant was awarded to the Aberthaw Construction Co., Boston, which recently completed the Victory plant in record time.

To meet the increasing demands for coal for steam and domestic purposes, the plant of the King Coal Company at Oakland, Cal., adjoining the big plant of the Moore Shipbuilding Company, is being expanded to bring up its coal handling capacity from 2000 to 4000 tons a day. Modern appliances are being installed for the rapid unloading of the cars of coal as they arrive from Utah. The company handled 50,000 tons of coal in August, an increase of 10,000 tons over July, and indications are fully 60,000 tons will be handled this month. President James B. Smith and Consulting Engineer I. S. Rosener of the coal company were at the plant recently superintending the improvements. Rosener is also consulting engineer of the Moore Shipbuilding Company.

That surplus of sugar at Hawaiian ports is a thing of the past was the official announcement made by the Matson Navigation Company. Captain Peter Johnson, now assisting Port Captain Charles W. Saunders, said that all of the sugar that was heaped up and waiting for shipment has been loaded into the ships, and the only sugar now remaining in Hawaii is that not crushed from the cane. There will be about 100,000 tons more of this and the crush will not conclude until about the first of the year. Meantime, the fleet will be used to bring the canned pineapples to the mainland and also the few bananas. The shipping situation between the mainland and Hawaii is now satisfactory to all concerned, with the exception of the passenger travel. There is no indication that travelers will be permitted to go and come at will for a long time.

The Pacific Steamship Company will extend the preparations for exploiting American trade to the Orient, according to advices received from Seattle at the San Francisco office. General Manager A. F. Haines announced that R. D. Pinneo, now New York agent, will leave for the Orient soon for the purpose of making the initial arrangements for extending the activities of the company to the Far East. Pinneo will be accompanied by John J. Gorman, chief clerk of the Dodwell Company at Seattle, and well known at San Francisco. Gorman has resigned from Dodwell. He is conversant with trade conditions with the Orient, for he has handled this class of business for many years, and is recognized as an authority by the local shippers. Hugh Gallagher, who recently left San Francisco to work in the Seattle office, will succeed Pinneo as New York agent. The recent changes installed in the organization of the company indicate that Haines and Alexander are expecting to cut deeply into the Oriental business. It is not known how much of this ship operation will be handled from San Francisco, but it is expected that a considerable portion will be shifted to the California ports.

American boys who desire to learn the science of navigation on a real wind-jammer will soon have an opportunity to gratify this desire on the Pacific Coast, according to the announcement of Henry Fortmann, president of the Alaska Packers' Association. Modern seamanship is to be taught young Americans on board all ships of the Fortmann concern that can be released for service at the close of the salmon season. Fortmann said he had tendered the free use of the vessels to the Government for this purpose, and details of the plan are being worked out by Government officials. Owing to the heavy damage suffered by the fleet in the early summer, when many vessels were caught in the ice jam off the Alaskan coast, it is not known how many of the ships can be used, but three have already been designated to make off-shore passages from Pacific Coast ports. The plan is to place quite a number of students or apprentices on each craft, with instructors, and it is believed that after a single voyage the recruits will be fitted to ship on other vessels as ordinary seamen. "The company has no desire to make a profit," said Fortmann, "and we have made the tender without money expectations."

The expedition sent to the South Seas to salve the British ship "County of Roxburg" has been abandoned, according to information received from Tahiti. The information was to the effect that the steamer sent from San Francisco under command of Theodore Wicks, deep sea diver, is now at the Tahitian port and that the salving equipment is being sold there. The abandonment of the venture will result in the loss of something like $100,000 to San Franciscans, it is reported. The vessel was wrecked twelve years ago and was thrown high and dry upon the beach of a small island. An investigation made about a year ago assured Edward A. Christensen and his associates that the vessel could be saved by the novel method of raising the craft like a house on land, building ship ways just as is done before the keel is laid at a shipyard, and then launching the vessel. It is reported that when the wrecking vessel arrived at the scene an investigation proved that the entire scheme was not practicable and it was decided to mark down the money invested to the column of experience and get what salvage was possible by disposing of the gear at Tahiti. The projectors of the scheme had previously salved a German steamer sunk in the harbor at Tahiti and a large sum of money had been gained. It had also been intended to salve the German raider "Seeadler" but it is understood that this venture will also be thrown into the discard.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
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and
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PROVIDENCE, R. I.....27 Wickenden Street

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Telephone Cherry 342.
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

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Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 25, 1918.

"YOUR" PART IN THE DRIVE.

On another page of this issue will be found the second of a series of Fourth Liberty Loan advertisements inserted, free of charge, as a patriotic contribution to the great home "drive" which begins on Saturday, September 28.

Preparatory to our home "drive" no more pleasant surprise could have been given the appetite of America and her allies, sharpened to the taste of victory by the recent tremendous successes in France, than the news that American man power is greatly in excess of estimates.

Where a registration of 12,800,000 men had been prepared for under the new 18 to 45 regulations returns indicated that 14,000,000 men had added themselves potentially to the American army.

All German evasion of the threat of America's enormous army in Europe must cease in the face of these returns. The German camouflage of utter disregard for America's "untrained" forces in the field lasted but a short time, and deceived few of the Kaiser's credulous subjects while it lasted.

The untamable courage of American sailors and soldiers, revealed at a score of places at sea and ashore, made it easily understandable why Ludendorff should fall back to the Hindenburg line. The enormous reservoir of waiting fighters from which Foch can draw must give the German General Staff good grounds to worry as to whether the retreat can be halted at the Rhine.

Another factor just as depressing to German morale is the threat of America's inexhaustible financial resources.

The feat of the United States in raising either six or eight billions for war purposes in the three weeks between September 28 and October 19 will so far surpass anything Germany has been able to do in war finance as to seem to the German mind more a bad dream than a stern reality.

The Fourth Liberty Loan will be raised in those three weeks, whether Secretary McAdoo's call is for six or eight billion dollars. The fighting temper of the United States guarantees the unqualified success of this drive. Civilian Americans will never fail to back up its fighting sons abroad.

FUNDAMENTALS OF PEACE.

Of more than ordinary significance is the reported acceptance of the proposals presented by the American delegates to the interallied Labor and Socialist conference just held at London. In brief, the Americans requested the conference to indorse the fourteen points laid down by President Wilson as the conditions on which peace may be established and maintained.

The American proposals declare it to be "our unqualified determination to do all that lies in our power to assist our allied countries in marshaling all their resources to the end that the armed forces of the Central Powers may be driven from the soil of the nations which they have invaded and now occupy, and that these armed forces shall be opposed so long as they carry out orders and respond to the control of the militaristic and autocratic governments of the Central Powers, which now threaten the existence of all self-governing peoples."

The fundamental principles which must underlie the peace treaty were declared by the American delegates to be as follows:

A league of free peoples of the world in a common covenant for genuine and practical cooperation to secure justice and therefore peace in the relations between the nations.

No political or economic restrictions meant to benefit some nations that would cripple or embarrass others.

No indemnities nor reprisals based upon vindictive purposes or a deliberate desire to injure, but to right manifest wrongs.

The recognition of the rights of small nations and the principle that "no people must be forced under a sovereignty under which it does not wish to live."

No territorial changes or adjustment of power except in the furtherance of the welfare of the peoples affected and in the furtherance of world peace.

The American proposals assert that the following basic principles should also be incorporated in the treaty of peace:

In law and in practice the principle shall be recognized that the labor of a human being is not a commodity or an article of commerce.

Involuntary servitude shall not exist except as punishment for crime for which the party shall have been duly convicted.

The right of free association, free assemblage, free speech and free press shall not be abridged.

Seamen of the merchant marine shall be guaranteed the right to leave their vessels when they are in a safe harbor.

No article or commodity shall be shipped or delivered in international commerce in the production of which children under 16 years of age have been employed or permitted to work.

The basic workday in industry and commerce shall not exceed eight hours.

Trial by jury shall be established.

Finally, the American proposals favor a world labor congress at the same time and place as the peace conference, and also direct official representation of workers in the official delegations of each of the belligerents formulating the peace treaty.

The seafaring people are, of course, particularly concerned in the basic principle relating to the right to quit their vessels when in a safe harbor. Through the Seamen's law of 1915, American seamen have already won that priceless privilege and the organized toilers of the sea in our allied maritime countries have from time to time petitioned their respective Parliaments for the enactment of similar laws.

Not so, however, with the organized German seamen. And certainly not with their officials. A little more than nine years ago, i. e., in the issue of June 2, 1909, the JOURNAL took to task the chief executive of the German Seamen's Union because he was openly and brazenly opposing a change in the Seamen's legal status, from virtual slavery to freedom. In other words he deemed it improper to place merchant seamen on an equal footing with other citizens, by giving them the right to quit when their vessel is in a safe harbor.

In the light of later developments this strange attitude of the German Seamen's Union official is truly enlightening. And in order that there may be no misunderstanding upon this amazing state of mind of German seamen the battle of words which was waged between this paper and the German Seamen's official organ "Der Seemann" is published in full elsewhere in this issue under the caption "The Right To Quit."

Whether or not the German Seamen's Union has had a change of heart upon this subject remains to be seen. It surely would be an extraordinary state of affairs if a representative of the organized German seamen should appeal to the peace conference not to force freedom upon them. Yet, judging by the events of the past, this is not only possible, but highly probable.

As for the organized seamen in the Allied nations it need scarcely be said that they will be a unit for the American proposal to place merchant seamen upon the same footing as other citizens.

The deluded German seamen need not fear that liberty is to be thrust down their throats, for—

Hereditary bondsmen, know ye not
Who would be free themselves must strike the blow?

THE "LUSITANIA" VERDICT.

The judgment delivered by Judge Mayer of the Federal District Court (Second District, New York) in the case of the damage suits brought against the Cunard Steamship Co., Limited, by various claimants on account of the loss of the "Lusitania," as a result of a German submarine attack, is a historic document, but too lengthy for publication in the JOURNAL.

The principal points made in the judgment relieving the shipowners from liability in respect of the loss of that vessel are:

Where an enemy merchant ship was the victim of an attack which was deliberate, long-contemplated and intended ruthlessly to destroy human life, as well as property, it is idle and purely speculative to say that the captain of the ship in doing or not doing something or in taking one course and not another was a contributory cause of the disaster.

The act of a submarine commander in attacking an enemy unarmed passenger-carrying merchantman without previous request to submit to visit is an illegal act, and even if negligence were shown on the part of the captain of the merchantman, such negligence cannot be the proximate cause of the loss or damage if an independent illegal act of a third party intervenes to cause the loss.

Where advertisements appeared in newspapers on the same day upon which an enemy merchantman set sail from a neutral port warning travelers of the dangers of sailing upon enemy ships, the owner and master of the merchantman were justified in believing that the simple, humane and universally accepted principle of

providing for the safety of all persons on board and their effects before destroying a vessel would not be violated, and that the warning advertisements were hardly to be construed as calling attention to more than the perils to be expected from quick disembarkation and the possible rigors of the sea after the proper safeguarding of the lives of passengers by at least full opportunity to take to the boats.

In denying recovery from the Cunard Steamship Co., upon the foregoing points the Judge did not fail to intimate where reparation should be sought.

Said Judge Mayer:

While in this law suit there may be no recovery, it is not to be doubted that the United States of America and her Allies will well remember the rights of those affected by the sinking of the "Lusitania," and when the time shall come will see to it that reparation shall be made for one of the most indefensible acts of modern times.

To meet and answer this contention will, indeed, be a most difficult task for the Kaiser's delegates to the peace conference.

Reparation for the thousands of murdered merchant seamen has already been demanded by Great Britain's Premier. And the "Lusitania" verdict, summarized herein, indicates that America, too, will insist upon adequate reparation for every submarine victim, for every man, woman and child murdered through ruthless and piratical warfare upon the seas.

THE "CHEAP LABOR" POLICY.

The following press item appeared in San Francisco dailies during the past week:

Twenty-eight Chinese, comprising the crew of a steamer of the East-Asiatic Company, indulged in a passive mutiny when the vessel arrived at a Pacific port. The Orientals affirm that they had shipped with the understanding that they would remain on the Pacific, and when they learned that the United States Shipping Board intended to send the vessel with its cargo of sugar to Atlantic waters they refused to do duty. The only thing to do, according to Otto Jelstrup, the East-Asiatic agent here, is to send the Chinese home as soon as possible and fill the vacancies with other sailors. The Shipping Board will be asked to furnish the necessary men.

Comment upon this "mutiny" is scarcely necessary.

If the champions of Oriental labor had had their way in years past, white seamen would be practically extinct to-day. Only the persistent battle waged by the organized seamen has saved the day for America, and it is still possible to man our ships by experienced and courageous white seamen.

Surely, it is fortunate that America did not listen to the plea for "cheap labor" and adopt the manning policy so fervently urged by Mr. Robert Dollar.

Some observers think that the most characteristic thing about the American sailors and soldiers, something which astounds the enemy and excites the admiration of our allies, is the capacity of the American fighters to do individual thinking and fighting. The German fights successfully only in mass formation, in organized bodies, while every American soldier has an initiative and independence of action which gives him remarkable efficiency in open fighting. They are not senseless cogs, but each is an individual working unit in a great fighting machine. Every American at home should feel an individual responsibility and do his or her individual part in winning the war. There is not an American citizen who can not help win the war. The Fourth Liberty Loan drive begins Sept. 28. Enough said!

"THE RIGHT TO QUIT."

How the German Seamen's Unions' Chief Executive Brazenly Lined Up With the Enemies of Human Freedom.

For reasons indicated in this issue's editorial, entitled "Fundamentals of Peace," the following is reprinted from the Journal of June 2, 1909:

SEAMEN SEEKING LIBERTY.

"It has taken many years in the experience of the European seamen's unions to bring about a realization that the first and main condition of successful industrial organization of seamen is the establishment by law of the seaman's right to quit his vessel when in a safe harbor. Slowly but surely, however, the leading men in the European seamen's unions, with but one notable exception, have come to understand that all other grievances about which the organized or unorganized seafarers may justly complain are but minor evils when compared with the curse of involuntary servitude under which the seafaring people of several of the most enlightened nations are still compelled to labor.

"According to a report by the International Transportworkers' Federation, President Lindley of the Swedish Seamen's Union, who is also a representative in the Swedish Parliament, has submitted in Parliament three propositions pertaining to seamen. A large number of representatives are said to have pledged their support to Mr. Lindley's propositions, which read as follows:

"'1. That seamen shall be placed on equal footing with other citizens of the nation and in consequence shall not be arrested and punished for leaving their employment when their vessel is in safety in a home port.

"'2. That the seamen be given some participation in the management of the Seamen's Offices (Shipping Commissioners' Offices) and that explicit instruction be given to all Consuls and Managers of Seamen's Offices to note carefully any and all encroachments upon the legal rights of seamen.

"'3. That seamen be given the privilege to begin their compulsory military service at any time, instead of having to wait for a specified day.'

"The official organ of the German seamen's unions, 'Der Seemann,' edited by Mr. Muller, expresses doubt as to the advisability and propriety of seamen asking the law-making bodies to unshackle the chains which tie them to their ships. Mr. Muller, who thus evidences his inability to understand that freemen have certain advantages over slaves, criticizes Mr. Lindley's proposition No. 1 in the following language:

"'While we fully sympathize with Mr. Lindley's propositions 2 and 3, we can not refrain from expressing doubts concerning measure No. 1 for tactical reasons as well as upon principle. We contend that it can never be in the interest of seamen to ask for something impossible in a Parliament which in its majority opposes progress and favors reaction. Particularly, when from the seamen's point of view the very greatest doubts must be entertained against such demands.'

"Unfortunately, Mr. Muller does not enter into details regarding the 'seamen's point of view,' and we can not possibly surmise his own point of view. Perhaps, the editor of the official organ of the German Seamen's Union has a faint sense of humor, and we strongly suspect that his conscience tells him that his distorted 'seamen's point of view' is just a little out of place in the columns of a paper owned and controlled by seamen. Really, it is enough to make angels weep, to think that in this year of our Lord 1909, a representative of seamen organized to better their conditions should oppose the proposal to put seafarers on equal terms with workers ashore, by granting them the privilege to quit their work when in a safe harbor. To our knowledge there is just one reason why Mr. Muller is opposed to granting more freedom to the seamen. Mr. Muller is a class-conscious Socialist first, and only incidentally a trade-unionist. Every action of Trade-Unionist Muller is inspired and modeled in the fertile brain of Socialist Muller. For instance, Trade-Unionist Muller may be tempted to ask the German Reichstag to give more liberty to the merchant seamen of the nation, he could appeal to every patriotic German statesman to do justice to the merchant seamen, for the nation depends upon them to man her growing navy. But Socialist Muller scouts the idea of permitting any others than Socialists to receive credit for granting more liberty to seamen. Socialist Muller is content to have the seamen wear their shackles until the Parliaments of the world are dominated by Socialists. These, we believe, are the sole reasons for the extraordinary position which Mr. Muller has taken in criticizing the Swedish seamen for asking for as much liberty as is enjoyed by the humblest toiler ashore.

"Great credit is due Mr. Lindley, who, although himself a Socialist, is nevertheless a broad minded trade unionist with the courage of his convictions. Let us hope that success will crown the efforts of our fellow-unionists

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 23, 1918.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Sept. 16, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Sept. 16, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 16, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 16, 1918.
Shipping good.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 16, 1918.
Shipping fair; members scarce.
ED. ROSENBERG, Agent.
P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 16, 1918.
Shipping good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Sept. 16, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 10, 1918.
No meeting. Shipping dull.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 19, 1918.
No meeting; no quorum. Shipping good.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 12, 1918.
No meeting. Shipping good.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 11, 1918.
No meeting. Shipping slow; no members idle.
HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ Sixth Street. Phone, Home 115; Sunset 66 W.

DIED.

Albert Wohlschon, No. 179, a native of Germany, age 61. Died at San Francisco, Cal., Sept. 9, 1918.

Shipping terminals, piers and warehouses covering an area of $1,250,000 square feet may be built at Everett, Wash., if plans forwarded to the Quartermaster's Division at San Francisco by the Everett Port Commission prove acceptable. At the invitation of Colonel De Vol, U. S. A., these plans have been drawn by Taggart Aston, Port Engineer at Everett.

Consolidation of the purchasing department of steel ship division, the production department and the transportation department is being affected this week in the Portland, Ore., offices of the Emergency Fleet Corporation. Heads of these departments are in Portland from district headquarters in Seattle arranging details of the changes.

The New Westminster Construction & Engineering Co., New Westminster, B. C., has secured contracts for ten wooden ships for French interests. Five will be 1,500 tons and the remainder 3,000 tons.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

President Johnston of the International Association of Machinists gives this explanation of the strike of the 6000 members of his organization in Bridgeport, which has been ended by the announcement by President Wilson that they must return to work under the terms of the Eidlitz award or be outlawed from all war industries for a year.

Bridgeport is the home of between 65 and 75 plants that are doing war work. The only considerable body of union men in the town are the Machinists. These union men are skilled. They want to deal with the shop bosses through their own committees of skilled men who understand their needs. They do not want to give their interests into the care of committees of unorganized and unskilled workers.

The award against which they went on strike was made by Otto M. Eidlitz, a New York architect, whose name was accepted by the labor members of the National War Labor Board as one of the umpires, at the recommendation of the Carpenters' spokesman in the Board. When the War Labor Board failed to agree on the Bridgeport case, they drew lots to choose one of the ten men on their list of umpires, and Eidlitz was drawn. When he made his award, which both sides were bound in advance to accept, he applied to the entire Bridgeport district the same plan of shop committees and central board of appeals that had been applied to the plant of the General Electric Co. at Pittsfield, Mass. He also fixed wage increases on a sliding scale, without reference to the ordinary classifications of skilled mechanics.

This award, the Bridgeport members of the Machinists' Union believed, would put the control of the labor situation in the hands of the bosses, since the shops where there were only a handful of union men would probably be so "handled" in the election of shop committees that the favorites of the management would be chosen as representatives of the workers. The same thing, they declared, would happen in the case of the central board of appeals: non-union men, popular for reasons quite foreign to industrial issues, would win the elections. Then the fruits of years of trade union organization and sacrifices would be lost, through the failure of the workers' committees to fight for the highest possible standard of living for the workers.

It was this fear that the bosses would capture the elections inside the majority of the plants that brought on the strike. The union men saw no hope of an early readjustment of wages, which War Labor Board officials believed would be secured through the new system of elected committees. The international officers of the Machinists shared the anxiety of their members in Bridgeport, but they urged the men to stay at work, and to wait and see whether their fears of a reactionary set of committtees were justified. The men refused to wait and see. They declared that Eidlitz had been unfriendly to union labor, and had violated the spirit of the President's proclamation of April 8. They pointed to the fact that Eidlitz had lobbied at Albany against a workingmen's compensation law. They decided that no good could come out of his award. So they went out.

President Wilson did not issue his ultimatum until the general executive board of the Machinists had given the Bridgeport strikers 48 hours in which to go back to work or stand suspended. They did not go back within the 48 hours, but the President's letter was published within that time, and the strikers had agreed that they would go back if the President asked them to do so.

Johnston and the other international officers agree with their members at Bridgeport on the probability that shop committees of unorganized and unskilled men will not make so good a showing against the bosses, in debate, as would committees of union veterans. They believe that the Bridgeport award will have to be revised, upon appeal, so that committees of each class of labor will deal with the management. In the meantime they will make the union influence go as far as it can among the 90 per cent. of Bridgeport workers who made no protest against the Eidlitz award.

* * *

On Monday, September 23, Joint Chairmen Taft and Walsh, with Messrs. Olander and Michaels, of the National War Labor Board, commenced hearings on the Minneapolis Steel & Machinery Co. dispute, in Minneapolis. Only in very exceptional cases has the board sent its two chairmen along with a labor member and an employer member, to investigate a complaint and make an award. This Minneapolis dispute is important because it involves the action of the State Public Safety Commission in issuing an order, based on a pretended agreement between organized employers and certain labor officials, that no more shops should be unionized during the war. That order directly violates President Wilson's proclamation of principles upon which the War Labor Board was established.

Judge McGee, chairman of the Minnesota Public Safety Commission, has tried to enforce the open shop rule against the employes in the plant of the Steel and Machinery Co. The strike now in progress, and the political struggle of the organized labor and organized farmer forces in Minnesota to capture the governorship and rid the State of McGee and his terrorist methods, are so closely interlocked that the War Labor Board will have difficulty in knowing, at any given moment, whether it is investigating an industrial plant or the government of Minnesota.

* * *

Something new is happening in the labor world of the United States. The National Federation of Federal Employes is not merely publishing a program for the period of reconstruction after the war, but it is setting about the hard job of carrying that program through. Its recent convention at Chicago, with delegates present from a hundred local unions adopted resolutions declaring:

1. That the Government should guarantee to the returning soldiers and sailors, and to all civilians, the opportunity to earn a living.

2. That women engaged in industry at the close of the war should not be forced out to make room for men, nor be made to underbid men in order to retain their jobs.

3. That the aged workers and children should be taken out of industry for their own good and for the good of the community.

4. That except through the usual efficiency tests, the returned soldiers and sailors should not be given civil service jobs merely as a means of discharging the debt of the public to these men.

Committees were appointed to consider and report means for making these demands effective. The convention voted that some of the measures needed were:

Old-age, health, and unemployment insurance, backed by minimum wage legislation.

A national program of construction of public works.

Preparation of farms for the returned soldiers and sailors and war industries workers.

Control of prices on the necessaries of life in the interest of worker and consumer.

Heavier taxation of big incomes and big fortunes, with taxation of land held idle for speculative purposes.

Luther C. Steward, president of the organization, is the promoter of this program, which closely resembles the demands of the British and Australian workers. In the Federal Employes' unions are some 27,000 Government employes, most of them having high school or college training, and having a standard of living that makes them dissatisfied with the present situation of the Government clerk. They are likely to become a big factor in the agitation for a greater share of power for organized labor in the Government, and they will agitate particularly through politics. Their magazine, The Federal Employe, prints in its September number an account of the defeat of Congressman Borland, who tried to force Government employes to work an extra six hours each week. They fought him in the primary in Kansas City, and he was beaten more than two to one in the city precincts, and by 6728 in the whole district.

In that connection it should be noted that Representative Edward Keating of Colorado, who has had the enthusiastic support of these Government employes and the postal workers, along with the rest of the labor movement, has been renominated in Colorado by some 2000 majority, which insures his re-election in November.

* * *

Once more the Lake Carriers' Association, dominated by the Steel Trust, has apparently tricked the seamen and firemen on the Lakes. The Carriers' officers have been summoned here by the Shipping Board, to sign the general agreement of the ship owners of the country with the organized seamen and the Shipping Board, and once more they have raised technical points which delay the enforcement of the conditions. The Sailors' Union and the Firemen's Union of the Great Lakes are watching the Carriers closely, and are steadily pressing the Shipping Board for a fair enforcement of the conditions. They are no more satisfied with "scraps of paper" in industrial disputes than was President Wilson in the Bridgeport affair.

* * *

Five years after the passage of the women's eight-hour law in the District of Columbia, Congress has permitted the women's minimum wage law to go through. This law creates a board which shall set minimum rates of wages in private employment for women and for minors. The rates must be sufficient to support the worker and her dependents in health and reasonable comfort. This Keating-Trammell bill is about to be signed by the President, who endorses its provisions.

On the day of its passage through the Senate the expected opposition to it, from Senators King of Utah and Pomerene of Ohio, was blocked by Mrs. Newton D. Baker.

wife of the Secretary of War. The Secretary, before he entered the cabinet, was president of the National Consumers' League, which drafted and promoted the bill. Mrs. Baker is a director of the League in the District of Columbia. She was probably the one person who could have prevented these two Democratic Senators from killing the measure. As it was, Reed of Missouri filibustered desperately against it, denouncing it as "bolshevik legislation," while Smoot, Lodge, Penrose, King, Pomerene and others evaded the rollcall. Thomas of Colorado voted against the bill.

WAS NOAH A PIKER?

It's all wrong about Noah being 600 years old before he knew how to build a ship, according to the editor of "Steel Topsides," publication of the Supple-Ballin Shipbuilding Corporation, Portland, Ore. As a matter of fact, this scribe has found that Noah was only 480 years old; so he has figured out that the patriarchal shipbuilder was 25 per cent. efficient. While this record shows up Noah as a piker in the shipbuilding game, compared to some of the modern contracts, it doesn't appear so bad for a green hand.

According to Biblical authority, found in the Book of Genesis, Chapter 6, which the "Steel Topsides" editor seems to have consulted, Noah was 600 years old at the time of the flood, but, according to commentators, such as Rev. Samuel McCauley Jackson, LL. D., and other noted historians, who have delved into the ancient history of the Bible, Noah received his revelation as to the deluge and how to proceed; that is, the plans, specifications and necessary blue-prints of how to build the ark and the manifest of his cargo, 120 years prior to the rising of the waters. This shows clearly that at the age of 480 he had the advanced information of how to build an ark.

It is found from data gleaned from the specifications issued that the vessel was 300 cubits long, 50 cubits broad and 30 cubits high, was a three-decker, as she was spoken of as having a lower, second and third story.

The plans of obtaining light were as follows:

"A window shalt thou make and in a cubit shalt thou finish it above." Also "and the door of the ark thou shalt set in the side."

The specifications called for "gopher" wood, a species of cypress, pine or cedar and the "pitch" with which it was coated was asphalt.

Taking the ancient measure of a cubit at about one and one-half feet, the vessel was 450 feet in length, 75 feet beam and 45 feet in height.

Snellius, of much fame in ancient times, computes the ark to have been above half an acre in area, and Dr. Arbuthnot, another historian, in 1697, computes it to have been of 81,062 tons.

As to Noah's ability in the shipbuilding game, or as to his qualifications as a master mariner, history is silent.

Noah was the son of Lamech. He was the tenth and last of the lineage of Seth, and he numbered among his crew in building and operating his vessel, three sons, namely: Ham, Shem and Japheth, and there is no indication in the Biblical account that either of them knew anything about caulking or ship carpentry.

The fact of the matter is, Noah waited 480 years for his instructions and plans from which to build the ark, and after he got these plans, finished the job in 120 years.

If Noah's Shipping Board had shot him the plans soon enough, it would, therefore, seem that he could have built four arks instead of one in his lifetime.

His biography probably reads like this:

Waiting for plans.....480 years.
Building the ark.....120 years.
Efficiency ..... 25 per cent.

HERRING RESOURCES.

The Commissioner of Fisheries authorizes the following:

A recent report from the American consul at Stavanger, Norway, on the spring herring fishery of Norway shows that in the past four seasons, including 1918, the catch had an average annual value of about $6,700,000. About 80 per cent. of the yield was salted and most of the remainder was sold locally or exported as fresh fish, a very small quantity being canned or kippered.

The importance and value of this fishery is an indication of what may be done by adequate Government encouragement and assistance and by private enterprise and address in the United States, particularly in Alaska. The herring resources of Alaska are probably not inferior to those of Norway and, considering the greater extent of the coast line, are possibly much larger, yet the average annual value of the catch in that territory for the four years ending December 31, 1917, was but $252,000.

Owing to the action of the Bureau of Fisheries in placing experts in Alaska to give assistance to fishermen in improving their methods of curing herring, and in calling the attention of distributors to the availability of the supply, the value of the output in 1917 rose to $587,777, nearly double that of the preceding year and about eight times that of 1914.

The promising feature of this comparison is not the value of the pack of 1917, which was but 8 per cent. of that of Norway in the same year, but the rapid increase in the past four years.

The imports of cured herring into the United States in normal times are heavy. By reason of war conditions these imports are now greatly curtailed and from some sources are entirely cut off, and there is presented an opportunity for Alaska to permanently acquire a large part of this trade. Each careless or dishonest packer will be a menace to the industrial progress of the Territory. The herring packed under the Bureau's instruction and supervision last year was the best received in New York, and the standard so established should be scrupulously maintained.

THE PEOPLE AND WAR TAXES.

More than $3,500,000,000 has been collected in internal revenue taxes, including income and excess-profits taxes, for the fiscal year. This exceeds by over $100,000,000 the estimates made a few months ago, and by over $200,000,000 the estimates made a year ago when the revenue measures were passed by Congress.

The success in collecting this large revenue is attributed by the Treasury Department to the patriotism and co-operation of the American people in promptly and cheerfully meeting the war burdens imposed upon them.

FOOD FISH FROM THE GULF.

Two hundred thousand pounds of fine fish have been supplied to housewives in Nashville, Louisville, and Indianapolis through the cooperation of the United States Department of Agriculture, the United States Bureau of Fisheries, and the United States Food Administration. Regular weekly shipments of carload lots are being made to these three inland cities from points on the Gulf of Mexico in order to encourage the use of less meat by an increased consumption of fish. An agent of the Department of Agriculture is working with the Railroad Administration in handling the transportation, and the distribution is under the direction of State and city food administrators in cooperation with the Bureau of Fisheries.

Ten carload lots aggregating more than 200,000 pounds have already been distributed in this way. Each dealer notifies the local food administrator how many pounds he will need for his trade and he is supplied with his share immediately upon the arrival of a car. Circulars are distributed calling the housewives' attention to the fish, and telling how best to cook them. Sea mullet, sea catfish, sheepshead, trout, and hardtail are some of the varieties that have found favor with the women. Plans are now being completed to ship fish from the North Carolina coast to Pittsburgh.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

accomplish. Team work between county agricultural agents and Government agencies is considered largely responsible for the excellent results.

Starting from Oklahoma, early in June, the Government and local officers marshaled their army of labor, which swept north as the grain ripened. All along the line every effort was made to guard the interests of the farmers and workers, to prevent surpluses of men in one locality while a shortage existed elsewhere, and to keep the whole campaign free of muddle, confusion and wasted effort.

Throughout the harvest care was taken to handle the cutting without making the Nation-wide appeal customary in other years. It is stated that this resulted in a better class of workers than heretofore.

The employment service says that the assistance to the Nation because the wheat was harvested without calling on industrial sections for aid is incalculable.

National Conference on State Labor Laws.

The War Labor Policies Board has called a conference on the enforcement of industrial standards for September 30 and October 1 at Washington. The Governor of each State is asked to send a representative.

The invitation says, in part:

"The War Labor Policies Board, appointed to unify the labor policies of the Federal Government, has prepared various contract clauses which affect industrial relations. All future contracts given out by Government departments will include these clauses. They make certain requirements, such as the restriction of child labor and convict labor and the observance of all State factory laws.

"It is planned to designate the proper officials in each State to consult with and assist the Federal authorities who are responsible for enforcing these regulations and who will, to some extent, maintain inspection services of their own.

"For this purpose the War Labor Policies Board requests your co-operation in carrying out this policy, and hopes that you will direct the designated officials to assist the Federal authorities.

"The Federal Government, in its activities concerned with industrial relations, is brought into increasing contact with State agencies. A more intimate understanding of their common purposes in the enforcement of industrial standards is therefore essential."

U. S. Educates Children.

The Ordnance Department of the War Department has developed an educational system for children of war munitions workers who are employed in localities that were bare fields a few months ago. Several of the larger municipalities have been asked to loan some of their best teachers who would volunteer for this service during the war. Secretary of War Baker has selected William G. Coburn, superintendent of schools at Battle Creek, Mich., as director of this movement. School buildings have been designed on the unit plan to admit of easy expansion, and each school will have an auditorium, gymnasium and other facilities to develop the community spirit of the adult population. Provision has been made for instruction in domestic arts, first-aid treatment and physical training for the women of the communities. As the work of plant construction gives way to plant operation, and the population becomes stable, it is planned to give employees a voice in the management of the towns.

"Labor Turnover" Loss of Efficiency.

In a speech in New York, Secretary of Labor Wilson referred to labor turnover as the "individualistic strike" which brings a greater loss by the country than all the collective strikes and lockouts combined.

"Prior to the war," said Secretary Wilson, "it was nothing unusual to find establishments having a 200 or 300 per cent. turnover annually, to find establishments where the movement of men from one job to another was so great that it required the employment of 200 to 300 workmen to maintain an organization of 100.

"Since the war there have been numbers of instances where the turnover has gone above 1,000 per cent., and in one particular instance it went to 100 per cent. a week for a period of some six or eight weeks.

"The turnover of labor means a loss of efficiency. In addition to the loss that takes place in the time between the leaving of the one and the coming of the other no man can reach his highest efficiency in any industry or on any machine until he has become familiar with his machine, familiar with his shop, with the foreman, with his shop surroundings generally, and so there is always a loss of efficiency by virtue of a turnover of labor.

"The turnover of labor is in reality the individualistic strike. It is the strike of individual, either a union or nonunion man, dissatisfied with conditions, and either unable or unwilling to secure the cooperation of his associates in a collective protest.

"My observation is that that individualistic strike—the turnover of labor—brings us greater loss than all of the collective strikes and lockouts that occur in the country, and anything we can do to reduce that turnover of labor will assist in maintaining efficiency. It is with the hope of being able to reduce that turnover to some extent that we are seeking to build up an organization by which all labor will be handled through one agency."

"THE RIGHT TO QUIT."

(Continued from Page 7.)

in Sweden to the end that they may soon obtain and enjoy that most priceless heritage of all, absolute personal liberty!"

When the foregoing was received in Germany the official paper of the German Seamen's Union, "Der Seemann," published a bitter reply in the nature of a personal attack upon Andrew Furuseth and the present editor of the Journal.

This typical German reply was translated at the time but has never before been published. It follows in full for the edification and enlightenment of all who have been unable to fathom the German workers' curious notions upon "Liberty":

THE GERMAN SNEERS AT FREEDOM.

"A fellow worker by the name of Paul Scharrenberg, of San Francisco, in the issue of the Seamen's Journal of June 2 (1909), feels called upon to launch a real seamanlike philippic against our colleague, Paul Muller. In his enlightened moral sally against the 'forgetfulness of duty' and 'reactionary attitude' of our colleague, Paul Muller, and the German seamen's workingmen's movement, this harlequin and 'would-be' arises as a preacher of 'freedom' and to make it clear to us what it means to lead the seamen in their fight for liberty. We are overwhelmed at so much 'energy,' 'desire for freedom,' 'better judgment,' 'broader views' and 'clear-sight' of our 'American' friend, 'the champion of liberty,' 'social-political pace-maker' and 'trades-union tactician.' We give here his outpouring verbatim. His article appears under the title (pregnant with meaning), 'Seamen Seeking Liberty,' fresh, amusing and thoroughly American, as follows:"

(Here follows translation of the article from the Journal of June 2, 1909.)

The German paper then continues:

"It is really difficult to make the required answer to the mad ravings of Mr. Paul Scharrenberg and at the same time consider only the case itself. We therefore consider it better to abandon Mr. Paul Scharrenberg, together with his rant, to the fate they so well deserve. Every man has the right to make a fool of himself the best way he knows. The International Transport Workers' Congress in Vienna, our colleague Paul Muller and the delegates from all other countries, accorded this right to Mr. P. Scharrenberg's soul brother, Mr. Furuseth, then why should not we at this time and place grant this the 'only earnest and sincere champion of liberty' the same privilege? This same madness that the Scandinavian Yankee and globe trotter, Andrew Furuseth, championed by word of mouth in the late congress and later in newspaper articles and letters, Mr. Paul Scharrenberg parrot-wise throws at us in the organ of our American sister organization. Only he makes his impeachment against our attitude upon this very important and weighty question somewhat more unfortunate and ridiculous than his intimate Furuseth, who soon got over his malady in Vienna, when his ideas of 'liberty' and 'struggle for freedom' were turned into laughter and ridicule.

"It hurts us to think that the otherwise esteemed leader of our Swedish sister organization, Mr. Lindley, has so far lost himself in the 'liberty maze' of the 'practical American,' Furuseth, that he, more out of courtesy than from sincere conviction, undertook to lay Furuseth's cuckoo egg in the collection of printed matters of the Swedish parliament. That the 'burgoisie-patriots' and 'statesmen and parliamentarians' of the Swedish parliament, whom these American 'Democrats,' Furuseth-Scharrenberg, are so much in love with, showed no desire to hatch the Furuseth-Lindley cuckoo eggs, experience has shown us, and we doubt very much whether friend Lindley has any desire to make a further attempt to juggle in the Swedish parliament with the Furuseth cuckoo eggs. But we are also convinced that the Furuseth-Scharrenberg 'hirnverbranten' (emanating from a burnt-out brain) demands will be set on the beach by the American parliament in the same manner as happened to friend Lindley in the Swedish parliament through his own foolishness.

"The anti-Socialists Furuseth-Scharrenberg have as yet produced no proof that the burgoisie-patriotic lawmakers in America are at all enthusiastic over their anarchistic 'rights' and 'freedom' quack propositions, and are willing to make them any concessions. It makes us tired to have to discuss with these 'practical politicians' the basic principles of freedom, and the trades-union and political tactics of our colleague, Paul Muller, as well as the whole seamen's workingmen's movement of Germany. We will only remark: Whoever knows the history of our struggle for the rights and freedom of the seamen, on the outside as well as in parliament—and our colleague, Paul Muller, has for 13 years been the leader of this struggle—must regard the 'hirnverbranten' (emanating from a burnt-out brain) attack of the American Paul Scharrenberg, whose pen can only have been inspired by that half-idiot A. Furuseth, as uncalled for as nonsensical. We take our mission and our mandate too seriously that we out of a sense of our industrial impotence on the outside should support any demands for so-called 'freedom and rights,' that after all are two-sided and consequently could be used against the seamen, and besides make us ridiculous. We submit our position with clear conscience to the critical judgment of the public. We are engaged in practical politics. The politics of the Utopian and 'Wolkenschieber' (those who shove the clouds) we leave to the befogged 'practical Americans' Furuseth-Scharrenberg. Even when they find themselves in company with that Epigon the 'great' J. H. Wilson, of London."

STEEL SHIPS WITHOUT RIVETS.

The first steel vessel built without rivets, so far as known, has just been launched on the south coast of England. The production of this vessel, it is considered, may mark an epoch in shipbuilding, the plates being fused together by electric welding in one process. General adoption of this process, it is held, would speed up production, with an estimated saving of from twenty to twenty-five per cent. in both time and material. The United States Shipping Board, it is understood, has been in close touch with the experiment, with the result that arrangements are said to be in hand for the building of a number of 10,000 ton standard ships after this plan, in the production of which the riveters will become welders.

A SEA GOING CANAL BOAT.

One may shortly travel by water from Duluth to New Orleans without changing boats. This has already been possible for years by boats short enough to use the locks of the Welland Canal; but the new barge canal built by the State of New York from Lake Erie to the Hudson will enable it to be accomplished without the long detour down the St. Lawrence. A vessel adapted both to the canal and the ocean part of this trip has just been designed and built by Captain McDougal, of Duluth, the originator of the "whaleback." The economic advantages of ability to ship a cargo directly from Lake to Atlantic ports, or across the ocean to Europe, need no elaboration. The locks of the new canal are 320 by 45 feet, and the newly designed freighter must, of course, be slightly smaller than this. As a matter of fact, the "R. L. Barnes," as she is called, is 258½ by 43 feet, and measures 24 feet from keel to top deck. Says a contributor to "The Scientific American":

"In the design of the vessel it was sought to secure three principal results: First, a ship of maximum cargo-carrying capacity on moderate dimensions; secondly, a vessel which could utilize standard steel shapes in its construction, and that would require a minimum amount of shop-work at the shipyard; and thirdly, so to construct the upper works, smokestacks, masts, etc., that these could quickly be removed and placed in the hold, and the vessel, as thus stripped, be capable of clearing the bridges and overhead structures of the State Barge Canal.

"The most striking and novel feature about the 'R. L. Barnes' is the strictly rectangular cross-section of the ship and the absence of any fairing away of the lines toward the bow and stern, which are strictly wedge-shaped. The flat floor extends from stem to stern, and the cross-sections of the vessel, even at a few feet from the stem, show an absolutely rectangular form, with parallel sides.

"The builder claims that this type of construction is not only very cheap and conducive to rapid erection, but that it gives a maximum amount of cargo capacity, and also provides a vessel that is unusually seaworthy.

"It will be noted that the 'R. L. Barnes' has no bilge keels, the effect of these being secured by the square bilges. Furthermore, the deck, which is slightly crowned, is perfectly straight from stem to stern, and there are no bulwarks.

"The designer, who is an old steamship captain with long experience on the Lakes, in speaking of seaworthiness said: 'I have had opportunity to study the behavior of very large flat-bottomed, flat-decked, square-shaped dumping mud-scows, while they were being towed in rough weather. When the towing steamer is pitching and rolling heavily, the mud-scow, which is loaded to within a few inches of its flat deck, is not rolling and pitching, and it is astonishing how very little water comes aboard.' The original idea of the whaleback was based upon these observations and led to the construction of the 'R. L. Barnes' and her type.

"With a view to reducing the depth of the ship to facilitate its passing under bridges on the canal, the depth of the double bottom is kept as low as practicable and longitudinal strength is assured by the provision of a central longitudinal bulwark. . . .

"The captain of the ship assures us that her seagoing qualities are most excellent. She was caught in a recent very heavy northeasterly gale off the Long Island coast, and when other ships within sight were making heavy weather of it this vessel was remarkably steady, the seas making a clean sweep across her deck and little water remaining aboard. The deck-houses forward and aft are built in bolted-up sections and are heavily bolted to framing that forms part of the deck-structure. Here, of course, is a structural feature to which particular attention should be paid to insure that these connections are sufficiently heavy to stand up against the full impact of Atlantic seas. . . .

"As showing the cheapness and simplicity of construction, Mr. McDougal writes us that the 'R. L. Barnes' was built without the use of bending rolls or furnace. The only furnace was a fire in a blacksmith shop to heat a few plates for the stern of the ship. The erection was done by a couple of electric derricks which hoisted the frames and plates into place. After the ship was built, the two traveling derricks, which are mounted on wheels, were hoisted on board and are now utilized for loading and unloading the ship. Their width is such that they travel down each side of the ship on the space between the ends of the hatch covers and the outside railing of the ship. As they move from hatch to hatch they are made fast to heavy eyebolts in the deck. The current is furnished to them through cables leading from a generator in the engine-room.

"The 'R. L. Barnes' is an example of utility carried to the utmost limit; and one misses, of course, the graceful sheer and the faired-out lines of the standard type of ship; but after all, this vessel is merely the logical and ultimate development of the typical Great Lakes freighter with its moderate sheer, its long line of hatches, and its deck-houses concentrated at the extreme ends of the ship. In this age of insistent demand for ships, the 'R. L. Barnes' certainly offers attractive features in her cheap first cost, great rapidity of erection, and large cargo-carrying capacity. She probably will find it easier to breast the gales of the Great Lakes and the Atlantic than to make headway against the currents of incredulity and the heavy seas of human conservatism and hostility to the thing that is novel."

GERMANY'S URGENT NEED.

"Facts inevitably force the conclusion that a German victory would lead to a terrible reaction in Germany," writes Philip Krantz in the New York Volks Zeitung, after quoting Karl Kautsky, the recognized German interpreter of Marxian Socialism. Hope for German freedom lies in the defeat of German arms, according to Kautsky. He points to the war of 1866, when Bismarck led Prussia into a victorious contest against Austria, and to the victorious military struggle with France in 1870, both of these conquests having been followed by serious losses to the liberal forces of Germany.

"Recent occurrences on the east front have had an almost similar effect on the German people," says Kautsky. "Last summer a great majority of the German people was inclined favorably to the policies of the minority Socialists. This was evidenced by the lenient policy of the Reichstag majority when it accepted the principles of peace without annexations and for self-determination of peoples, but during the last months the sentiment has changed completely."

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

The Brewery and Soft Drink Workers' Journal calls attention to the thirty-second anniversary of the birth of that international union, which was organized in Baltimore, August 29, 1886.

Miss Elizabeth Christman, for six years general secretary-treasurer of the International Glove Workers' Union, has been appointed chief of women investigators of the National War Labor Board. She will assist women workers to present their grievances to the board.

The International Union of United Brewery and Soft Drink Workers has signed an agreement with the Fleischman Yeast Company, which has plants in the following cities: Baltimore, Chicago, San Francisco, Fleischmann Yeast Company, which All workers in these factories who come under the jurisdiction of this international must be members of this organization. The eight-hour day is recognized, as is the six-day work week and time and one-half for overtime. Wages are increased and arbitration provisions agreed to. About 2,000 employes will be benefited by this agreement.

State-administered workmen's health insurance was endorsed by the Colorado State Federation of Labor at its recent annual convention. A State insurance fund to provide workmen's accident insurance was also favored. President W. H. Young, in his report, declared that an objectionable feature of the present workmen's compensation law is "placing the insurance with companies who fight paying the policy on the slightest pretext." The resolutions authorize the executive board to draft suitable bills covering both health insurance and State compensation fund for submission to the Legislature.

The Wisconsin industrial commission has awarded Peter Heruben, of Superior, $2,776.02 damages against a restaurant keeper for injuries received by a sausage grinding machine. The boy was under 16 years of age at the time of the accident and the employer failed to secure a child labor permit. The commission has trebled the damages under a law effective last year, and the restaurant keeper must pay heavily for his neglect. The award, which is the first case under this law involving a large sum of money, provides that the employer must pay two-thirds of the compensation, or $1,851.28, while his insurance company is to pay the regular compensation, $925.64.

There are plenty of unskilled workers who are in non-war business and they must be transferred to meet the demand for common labor in essential industries, says the United States Employment Service Bulletin. The question is one of distribution and to meet the unskilled labor shortage State directors have been notified that there can be no temporizing and that drafts must be made upon the non-esstntial industries in their States. A strict order has been issued against taking men from farms, railroads, mines and other industries. It is stated that "an aroused public sentiment, which will brand as a slacker any man who wilfully refrains from working at some productive job, up to the full extent of his capacity, will be more effective than any laws or regulations."

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Ahlstrom, Ellis
Anderson, P. W.
Anderson, Wm.
Antonsen, Charlie H.
Aso, Guss
Anslitz, John
Abolin, K.
Aase, O. R.
Andersen, Julius
Anderson, Andrew
Anderson, J. E.
Andersen, A. C.
Andersen, Martin
Andersen, John
Albregtsen, G.
Austin, H.
Anderson, Fredhof
Anderson, T. -2064
Backshom, C. F.
Barry, W.
Bates, J. D.
Brown, Albert
Brink, Harald
Bensen, J. A.
Back, M.
Barry, B.
Boacher, G.
Balstad, Alp
Bradburry, Edw.
Burke, John
Carlsen, Oscar
Carlson, Harald
Camper, L. F.
Carlson, Eric
Christoffersen, John
Cunningham Geo. F.
Caspersen, E. T.
Carruthers, M.
Carlson, C. A.
Carlson, J. -1586
Carlsen, C. G.
Christensen, E. J.
Crumlich, F.
Curran, W.
Drage, J.
Desmond, C.
Dunwoody, Geo.
Eaton, I. N.
Eckholm, B.
Edson, Frank
Endresin, I.
Edman, O. -551
Erickson, Chas.
Eriksen, Erik
Ellingsen, Erling
Forslund, Victor
Ferguson, B.
Flansburg, Ira
Feenes, I. O.
Fenwick, A.
Fernquist, C. W.
Forshing, J. M.
Gronlund, Oscar
Gabrielsen, Peder
Girndisson, Ed.
Gronseth, Johan
Gronroos, E.
Grant, J. J.
Gundersen, And.
Gustafson, Oscar
Gunderson, C. A.
Hanson, Ole
Hansen, Henrich
Hansen, Olaf
Henricksen, Ch.
Heckola, S.
Henrickson, Victor
Hernes, C.
Henriksen, Geo.
Hiorth, Knud
Hollman, W. C.
Hohnstrom, Fritz
Holmes, C.
Holten, Crist
Hunter, G. H.
Hansen, Lauritz
Emil
Hilliard, C. R.
Halvorsen, Hans J.
Hansen, S. -2072
Hetman, J.
Herlitz, I.
Ingelbretson, O. E.
Iversen, Ole
Jennings, Harry
Johnson, Angl
Johnson, Herman
Joal, M. B.
Johnson, C. A. -2044
Josefson, Ben
Julisson, C. A.
Jensen, G.
Jarzenbeck, J.
Jensen, Henry
Johnson, Olaf
Jorgenson, Wm.
Jorgenson, Fredrick
Krueger, Johan
Kallanen, M. J.
Karlson, G. A. -1190
Kattel, Joseph
Karlson, Ingvald
Kluff, W.
Kramer, Otto
Kulich, John
Larsen, Martin
Larsen, Fred
Larsen, A. B.
Lawson, Arthur
Larsen, Nils
Larsen, Pete
Lidsten, Chris.
Lee, C. L.
Lubhurs, H. J.
Lundgren, Chas.
Larsen, Ed.
Larson, Gust
Lux, Chas.
Malk, Peter
Mathison, Martin
Micholsen, A.
McGregor, D.
Maher, Thomas
McLeod, John
Magnusen, Lars
Marthinson, Krs.
Mikkelsen, K. -1620
Mikkelsen, Holder
Mickelsen, Harald
McGillivray, F. B. D.
McDonald, Wm.
McPherson, James
Moe, Albert
Moore, Thomas
Moore, J. M.
Muler, James
Nelsson, Emil
Nelson, C. R.
Nordfeldt, T. F.
Nelson, W.
Nelsen, Steve
Nelson, Svend F.
Ness, Louis
Norris, T. F.
Nyhagen, Julius
Nelsen, Hans L.
Nare, H.
Nolan, J.
Nordstrom, John
Overland, Oscar
Olsen, Harald
Olsen, Ole J. -542
Olsen, Hjalmar
Olsen, J. G. F.
Ogga, Edward
Odall, E. W.
Olsen, O. P. -1141
Olsen, Alf.
Olsen, Geo. M.
Olsen, B.
Olsen, Elmer
Olliver, James
Pakki, Emil
Pap, Johannes
Powell, H. A.
Paase, And
Pallesen, K.
Petersen, John
Pendville, N.
Petersen, B.
Petterson, Oscar
Rasmussel, Ole
Rosen, E. H.
Rallo, Max.
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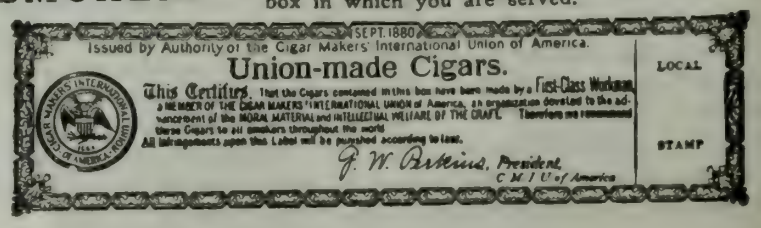

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Home News

Cole H. Blease, characterized by President Wilson as unfriendly to the Administration, was badly beaten in the senatorial primary in South Carolina by Nat B. Dial.

The Fuel Administration has called upon the public in States east of the Mississippi to cease the use of automobiles (with a few exceptions), motorcycles, and motorboats on Sundays, until further notice, as a gasoline-conservation measure.

Government production of metals and minerals is proposed in a bill introduced by Senator Henderson, of Nevada, after conferences with Secretary Lane and Chairman Baruch, of the War Industries Board. It is said to have the approval of President Wilson.

The total actual cost of producing electricity in the municipal electric lighting plant in Cleveland, Ohio, including interest, depreciation, taxes, etc., is a little over a cent and a quarter a kilowatt hour (.0126). The average charge under private ownership is about nine cents.

A reorganization of the War Department was announced by Secretary Baker, under which Benedict C. Crowell, First Assistant Secretary of War, will perform the duties of a director of munitions, and John D. Ryan, formerly head of the Aircraft Board, will become Second Assistant Secretary of War and Director of Air Service.

A hearing was recently held before the legislative committee of the Senate of New York on municipal ownership. There were present mayors and representatives from nearly every city of importance in New York State. Every one of them, including Mayor Hylan of New York City, was in favor of the municipal ownership and operation of public utilities.

The little city of Pekin, Illinois, a few miles south of Peoria, owns and operates a streetcar line. The people there are as proud as a peacock of their municipal enterprise, which is doing good business and is a success. The annual report recently issued shows that the average profits earned by the municipal line in excess of all expenditures have been over $5,000 a year for the last six years.

Bernard M. Baruch, chairman of the National War Industries Board, has suggested to the Federal Reserve Board that it work out some plan under which financial aid might be extended to industries that are affected by the war. His purpose is to assist industries that must be "skeletonized" to get maximum production from industries necessary to winning the war, and to soften the blow on injured industries and to prevent their wrecking.

The Federal Bureau of Labor Statistics reports that retail prices of food as a whole in the United States increased 7 per cent. in the one-year period, June 15, 1917, to June 15, 1918, and increased 2 per cent. in the one-month period, May 15, 1918, to June 15, 1918. Food as a whole shows an increase of 66 per cent. in June, 1913, as compared with June, 1913. The smallest advance in this five-year period is shown in milk, with 44 per cent. Butter increased 45 per cent. and eggs 55 per cent. Eight articles advanced from 55 to 74 per cent. and three articles ranged from 78 to 87 per cent. Corn meal, lard and flour more than doubled in price.

Domestic and Naval

The Newfoundland schooner "Bianca," which was towed to an Atlantic port after being attacked by a German submarine, was seized August 30, in Admiralty proceedings filed by fishermen who brought her in, who ask $125,000 salvage.

Auxiliary schooner "Margaret Dick," of 1,050 tons gross, launched at the old Churchill shipyards, Hantsport, N. S., by Fauquier & Porter, has been purchased by the British Colonial Transportation Co., which will send her to Africa with a quarter of a million feet of lumber.

Removal of the Emergency Fleet Corporation lumber headquarters from New Orleans to Philadelphia has been ordered in connection with the creation of a new lumber division by the Shipping Board. W. J. Haynan, who has been assistant Lumber Administrator, is named General Lumber Superintendent. The office of Lumber Administrator, formerly held by J. H. Kirby, has been abolished.

Captain Leeland P. Hawkins of the steamship "Yadkin" and five other officers of the ship were found guilty of conspiracy against the Government by a jury before United States Judge Thomas I. Chatfield in the United States Court in Brooklyn. The men took food for the Allies to Europe on the "Yadkin" and instead of coming directly back to this country cruised about the Mediterranean, spending all their money and selling the ship's stores to obtain more to finance the cruise.

Three of the nine fire boats owned by New York City have been out of commission for a time, it being found impossible to get from the manufacturers, boiler tubes that were necessary to replace those worn out. Fire Chief Kenlon appeared before the Sub-committee on Risks and Insurance of the Mayor's Committee on National Defense recently and referred to this condition. The state of affairs was then brought to the attention of Judge Parker, chairman of the Priority Board, who recognized the importance of giving priority to all fire-fighting apparatus and assigned fire equipment to class A-6.

The Shipping Board authorizes the following: To carry out her great military program, America is building a large fleet of transports and food ships. After the war this merchant marine will be used in America's enormous ocean-carrying trade. It is to be expected that enemy propagandists should endeavor to use this American merchant fleet as a basis of arousing distrust between the Allies. Guarantees of fair dealing in this matter are found in America's unselfish policy in fighting for democracy, in President Wilson's devotion to the cause of humanity, and also in America's past record.

Standardization of the types of American merchant marine vessels is the purpose of Charles M. Schwab, Director General of the Emergency Fleet Corporation. The aim is to simplify the standards in order to speed up production, making fabricating much more easily accomplished. There are understood to be now ninety-one types of vessels under construction. A conference recently held in Washington in which this decision was reached, was participated in by Mr. Schwab, Edward N. Hurley, chairman of the Shipping Board; P. A. S. Franklin, chairman of the Ship Control Committee, and J. H. Rosseter, Director of Operation.

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Strom, Karl O.
Strybos, D.
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Svanson, William
Svendsen, Henry
Svendsen, S
Svensen, A.
Svensson, John
Sveeingsen, S. U.
Swanson, E. -2675
Swanson, Emanuel
Sweeney, Denis
Swensen, Anker
Swenson, Rubin
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Talbert, Frank
Tanman, Robert
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Van Graff, Jan
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Verkamman, M. P.
Verkamo, J. J.
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Wachter, John
Wagner, Ralph W.
Wall, Alfred
Wall, George
Wallenstrand, Harry
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Olson, Knut
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Haugen, Ole R.
Highland, Daniel
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Weikman, William
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Wital, Ernest H.
Wulffers, W. J.
Young, William H.

INFORMATION WANTED.

Any member of the crew of "C. S. Holmes" who was present when Gust Fondahn was hurt near Cape Flattery when in tow of "Goliath" on the 3d of January, 1913, will please communicate with Attorney S. T. Hogevoll, 627 Pacific Building, San Francisco, or with F. R. Wall, Merchants Exchange Building. 9-11-18

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Any person knowing the whereabouts of Gust Stenusen and H. Reinke, please communicate with Attorney S. T. Hogevoll, Pacific Building, San Francisco. 8-28-18

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Duggan, Thomas	Simmonds, J.
Israelsen, Isak	Steen, J. J.
Johnson, Emil	Sheldon, C. B.
Jacobsen, C.	Tamirsor, Peter
Johansen, H.	Wikman, Daniel
Kjendalen, Ole V.	Weber, Fred
Larsen, Olof	Weisham, R.

Olof Nilsson, born in Hufvulsvik, Jamtland, Sweden, year 1880, height 5 ft. 8 in., brown eyes, dark brown hair; last heard from in 1909, on board S. S. "Kurrachee," Karrachi, India. Anyone knowing his whereabouts please notify his sister, Mrs. Nels Olson, 1033½ W. First St., Duluth, Minn. 8-21-18

A. Ullman, second mate on board S. S. "Davenport" from March 1 to March 20, 1918, will please call immediately in relation to important matter, at the office of J. O. Davenport, 112 Market St., San Francisco, Cal. 8-21-18

Members of the crew of the S. S. "Argonaut," who were on board when she picked up the steamer "Jason," can recover their money promptly by communicating with Silas B. Axtell, 1 Broadway, Room J, New York, N. Y. 7-31-18.

News from Abroad

An additional credit of $400,000,000 was made by the United States Treasury to Great Britain on August 30. This brings the total of credits to Great Britain to $3,725,000,000. The total advances to all of the entente allies now amounts to $7,092,040,000.

The Argentine Government has established a line of steamers to operate from Buenos Aires to Punta Arenas, on the Strait of Magellan, stopping at numerous ports on the coast. The fleet at the beginning of operations consisted of six steamers.

A report is abroad in Montreal that Canadian Pacific Railway interests have been negotiating in London for the purchase of the Peninsular and Oriental Steamship Lines, which run from Liverpool to India. With this connecting link the Canadian Pacific Railway would have a complete service around the world.

A dispatch to the Exchange Telegraph from Copenhagen says the German Government, replying to Norway's protest against the sinking of Norwegian Government ships outside the danger zone, has declared it will compensate Norway should that country prove the ships were sunk without warning.

Foreign shipping at all Chinese ports declined by 1,738,760 tons in 1917. The British Government control of vessels under its flag during the year reduced the tonnage by 2,264,356 tons. American tonnage increased by 325,242, the Dutch by 248,444, and Japanese by 347,812. Freight rates were exceptionally high, and shipowners, especially Japanese, had a very prosperous year.

Arrangements have been made between the Governor of the Dutch East Indies and the War Trade Board to ship a large part of the big 1918 sugar crop of Borneo, Sumatra and Java, to the American market in Dutch steamers now lying idle in the East Indies. It is understood that the agreement reached will effect the movement of 100,000 tons of sugar in the forty or more Dutch steamers. Normal American exports to the islands will continue subject to such limitations of commodities deemed essential to the war.

The sensation in the past week's news was President Wilson's masterly repulse of the German peace offensive. In a few words, drafted in the course of a few minutes, he completely shattered an elaborate diplomatic document written in Berlin and mailed from Vienna by one of the Kaiser's messengers, Baron Burian. More might have been said with less effect, while nothing could have improved upon the mere promptness of the Presidential rejection. To the Allies the American reply was an electrical inspiration; to the enemy its suddenness rather than its nature was a painful shock. European diplomacy, though believing itself to be subtle, is really stodgy and utterly unable to understand American brevity and candor. That the leader of the greatest nation on earth should talk in telegrammatic and perfectly intelligible language when replying to a mass of disingenuous verbiage came as an altogether too painful reminder that the day of the long-winded diplomat is passing, and the era of plain, democratic speech is at hand.

With the Wits

Bobbie's mother had just taken out her winter garments. "Ma," said Bobbie, "what did the moths live on before Adam and Eve wore clothes?" —Awgwan.

"I hear that you said I was the biggest fool in town."

"No, sir, I did not. I do not consider you capable of taking first rank in anything."—Boston Transcript.

Barber—Your hair is getting very thin, sir.

Customer—Yes, I treated it for a month with anti-fat, thinking it was hair restorer.—Boston Transcript.

"Don't you ever change your mind about anything?"

"Not often, now. I've found that I am just as liable to be wrong the second time as the first."—Boston Transcript.

"I'm puzzled. My boy writes me from England that he's lost twenty pounds."

"Getting thin, eh?"

"That's what worries me. I don't know whether he's referring to weight or money."—Detroit Free Press.

Flatbush—So he's taken a house in the country?

Bensonhurst—Yes, and he says they have running water in every room.

"Not in the garret?"

"Oh, yes; the roof leaks."—Yonkers Statesman.

Willis—How do you like army life? Quite a number of new turns for a fellow to get used to, I suppose.

Gillis—You bet. At night you turn in, and just as you are about to turn over somebody turns up and says, "Turn out."—Life.

"Now, Lieutenant Tompkins," said the general, "you have the battalion in quarter column, facing south—how would you get it into line, in the quickest possible way, facing northeast?"

"Well, sir," said the lieutenant, after a moment's fruitless consideration, "do you know, that's what I've often wondered."—Boston Transcript.

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VOL. XXXII, No. 4. SAN FRANCISCO, WEDNESDAY, OCTOBER 2, 1918. Whole No. 2506.

"A WORLD SAFE FOR DEMOCRACY."

Is Economic Strife To Be With Us Always?

The enthusiastic adoption by our European statesmen and publicists of President Wilson's famous declaration that the object of the war is to make the world a safe place for democracy is either a momentous act of spiritual conversion or the last word in camouflage. For while no one would dispute the genuineness of Mr. Wilson's attachment to the great ideal, the past records of most political leaders in this and other European countries bear little testimony to the vigor of their new-found faith. While it is true that the forms of political self-government inhere in the constitutions of the European Allies, as in that of the United States, the spirit of democracy has hitherto pulsed feebly through these organs. Moreover, social analysis has made it evident that political democracy is inseparable from industrial democracy, and that the complete failure of the peoples hitherto to attain the latter is chiefly responsible for the defects of the former.

No thoughtful democrat can accept the shallow representation of the war as a conflict of free democracies, upon the one hand, against military despotism upon the other, or feel assurance that the mere defeat or even the destruction of the latter will in itself afford security for the attainment of his ideal. For while Prussianism stands, indeed, for the negation of democracy, is the allied power which shall defeat it entitled to the positive assertion of that name?

Invoking the Help of Beelzebub.

To be sure, I do not here dwell upon the obvious fact that war itself, being the operation of arbitrarily directed force, is the antithesis of democracy, and that every nation during the process of war is compelled to suspend many of its ordinary liberties. It is admitted that the help of Beelzebub must be invoked in order to expel the devil of Prussian militarism. The necessary cost of this tactic must, however, not be left out of account when we regard the war as an instrument for achieving democracy. For it can hardly be denied that a prolonged suspension of ordinary civil and political liberties, not to speak of the fetters upon economic freedom, must go some way towards establishing the habit and temper of arbitrary rule upon the one hand, of unquestioning submission on the other. In a word, war makes for a "servile state" with ever-extending areas of despotism, and the fact that peoples in the stress of the emergency accept this curtailment of their liberties does not purchase for them immunity from the practical and spiritual reactions of this servitude. They will be less able to look after their own affairs in the future in consequence of this experience.

In considering the possibility of achieving democracy as the fruits of a successful war, we cannot do otherwise than approach our subject by this gate. For the practical problem will have been transformed by the experience of the war-time. I must not be taken to prejudice the issue if I insist that we must realize at the outset that the reactionary forces, the enemies of democracy, will be more strongly entrenched when the war ends than they were before, and will be more clearly conscious of the need and nature of their defenses.

The Difficulties of Demobilization.

However the war ends, a profound sense of insecurity alike in international relations and in domestic affairs will for some time afford support to the emergency powers wielded by every government. Military force will everywhere be at hand, and the disposition to use it, so as to maintain social and industrial order, will be rife among "the authorities." The difficulty of the tasks of demobilization and of restoring the tenor of pre-war economic life must involve the long retention of many of the extraordinary powers wielded by governments. Nor it is possible to suppose that, when this early period of reconstruction is got through, the social economic structure and working of this or any other belligerent country will return to the pre-war conditions. The state, with its arbitrary or ill-checked executive powers, will be found in permanent possession of large new functions, political, social, economic. Railroads and mines, electric power, banking and insurance, chemicals and other "key industries," will either be nationalized or tightly controlled by the state, and local authorities will also possess greatly extended powers. Society, through its instrument the state, will keep an eye upon and lend a hand to "its" citizens and "its" producers from the cradle (and before) to the school room, the workshop and office, right on to the grave.

The whole attitude of mind towards the state will have been transformed. Hitherto the balance was heavily on the side of individual choice, private enterprise, free personal contract. Henceforth it will be on the side of social organization, public operations, collective co-operative arrangements. This is what must happen, whether we as individuals like it or not. As one of your own great men has said, "There is no way of unscrambling eggs." The war has shut off return to pre-war private enterprise and free competition in industry, commerce and finance. This statement, of course, must not be taken absolutely. It applies to the large routine enterprises. Great scope for personal enterprise and lucrative business will doubtless remain in numerous by-paths and new developments. Indeed, whatever business is left "free," there will be an active rush to establish combines, trusts, syndicates and other modes of successful profiteering. This will be one of the chief barriers to the realization of industrial democracy, for it will tend to substitute lateral for vertical divisions among the workers who constitute the body of the "demos."

What Is to be the Struggle of the Future?

But the central problem will be that of the ownership and control of the new powerful state. A complicated struggle for its possession must occur. Between whom? What are the opposed forces in the battle for democracy? If I reply, capital and labor, I shall seem to many to be taking a crudely class economic view of a situation in which many other causes, political, moral and spiritual, are involved, and to be offering a purely "materialistic" interpretation of history. Surely, it will be said, if this world-war has taught no other lesson, it has shown that every people sets before itself other aims than economic gain as of supreme value (whether these aims be political dominion, patriotism, honor or the supremacy of law) and for this attainment is willing to sacrifice all material goods, money, and life itself. Can it then be true that the struggle for democracy to come must be realized primarily and essentially as an economic struggle between the propertied classes and the proletariat?

It is not easy to give a plain anaswer to this question without appearing guilty of gross exaggeration. The spirit of collective free-will, self-determination in the larger sense, cannot indeed be comprehended merely, or mainly, as an economic process. Its spiritual contents are comprised of all the human needs, aspirations and activities for whose satisfaction men and women work as members of organized society. Humanity at its higher level, in its better methods, appraises the economic process far lower than health, beauty, knowledge and spiritual goods, and the efforts to attain these latter play a larger and larger part in the meaning of civilization. And yet in a crisis like this, when civilization is literally shaken to its foundations, it is to these foundations that we must closely look in the process of reinstating it upon a democratic model.

Democratic Control of Industry.

Among the great nineteenth century prophets of democracy it fell to the most spiritually-minded of them all, Mazzini, to recognize that political democracy was inseparable from economic, and that the distinctive error of the French revolution and its sequel was the failure to realize this truth. It is, therefore, not any overapprizement of material goods but the plain reading of history that obliges us to see that the first condition of a world safe for democracy is to set the ownership of property and the control of industry upon a democratic basis. Before the war this demand was emerging more urgently on the consciousness of the different nations, and was seeking satisfaction sometimes by peaceful, sometimes by explosive pressure.

The political atmosphere was everywhere rife with economic agitation. When calmer analysis is possible, and causes for the war are sought further afield than the catastrophic events of 1914, it will be found that inextricably blended with the lust of political power which impelled the Central States and Russia to force the pace of militarist preparations, were the gathering standards of domestic strife, and that even in those other states which least willed the war, and were most conscious of their purely defensive motives, the menace of internal dissensions was a secret contributory incentive to militarism. Nay, taking a still larger survey, the historian will find, in the commercial and financial forces that for several generations had been molding the imperialistic and foreign policies of the Western States, influences which were secretly preparing the way for the in-

evitable conflict. These economic motives were not greater in the volume of human passion that they bore than the other political and social forces with which they coalesced; but they were operated with clearer consciousness and closer direction.

If a society of nations is in the future to replace this aggressive anarchy, the selfish play of these commercial and financial forces must be stopped. They can only be stopped by the establishment of democracies which are at once political and economic, in which the peoples shall control the machinery of industry, trade and finance, sufficiently to prohibit class-war within the nations, while securing international peace.

I cannot in this very brief survey discuss the question how much state-socialism is involved in the process. For the really focal point is whether it is possible for the respective peoples to meet and to combat successfully the array of reactionary forces that will be in actual occupation of the seats of government in every country when the war is over, so as to win possession of their national governments. Their numbers, the mere ownership of the franchise, the formal right to elect legislators, will not suffice. These powers have in some considerable measure long been vested in the so-called "democratic" peoples. They have proved quite illusory. In no one of these "democracies" has the free intelligent will of a people been able to express itself in the legislative and administrative government. Why not? Because the popular will has not been reasonably organized or morally determined.

Hegel truly said, "The people is that part of the state which does not know what it really wants" (was er will). So long as this is true, democracy in any real sense remains impossible. And here lies the very heart of the coming conflict. All the intellectual and moral as well as the financial resources of the ruling and possessing classes that hate and fear democracy (though doing lip service) will be used so to control and dope public opinion as to prevent the formation and emergence of a popular will reasonable enough to master the state, and through the state to reform property, industry and other social institutions. The press, the church, the school, the university, the club, the party machine, the library, the theater, the cinema and other popular recreations, every mode of influencing public opinion through politics, social power and finance, will be organized as never before to check the intellectual and moral growth of real democracy. This is the vicious circle of reactionary powers with which the peoples struggling for political, economic and spiritual sovereignty, will be confronted.

Popular control of government seems impracticable so long as economic oligarchy keeps its hands on the levers of party and the organs of public opinion. But popular control of government is necessary in order to dislodge the economic oligarchy, and to secure the means of liberating, informing and organizing public opinion. In order to break this vicious circle the peoples must conduct a simultaneous attack upon the political, economic and spiritual positions. For only so can the will of the peoples prevail and the world be made a safe, or even a possible, place for democracy.—By John A. Hobson, Author of Democracy After the War, The Evolution of Modern Capitalism, The Industrial System, Work and Wealth, Etc.

HEALTH INSTRUCTIONS.

Provost Marshal General Crowder has called attention to a circular of instructions prepared by the United States Public Health Service for registrants declined in the draft because of physical disability. The circular, copies of which have been placed in all the local draft boards throughout the country, is the result of a recommendation made to General Crowder by Surgeon General Rupert Blue of the United States Public Health Service. The Surgeon General points out that in the first draft about one-third of the men examined were rejected for physical disabilities and that hundreds of thousands will be added as a result of the examinations to be made of the new registrants.

"It is highly desirable," said Surgeon General Blue, "that the men found to be disqualified for military service by the examining physicians of the local draft boards should receive definite instructions as to the meaning of their disabilities and that a strong appeal be made to them to correct these disabilities as far as possible. But the object of this measure is not only to reclaim men for military service or for such service as they can perform, but to lessen the burden of illness and disability among those engaged in essential industrial work. It is hoped that the instruction in this circular, which is really a primer of the physical defects of the nation, will reach far beyond the draft board and be utilized by all agencies interested in improving the public health to instruct the people with regard to their physical deficiencies and the ways and means by which they can be remedied."

According to the United States Public Health Service experience everywhere shows that the proportion of persons with physical impairments is considerably greater in persons betwen 30 and 40 than in those between 20 and 30 years of age. This waning vitality at ages over 30, so commonly accepted as inevitable, can be postponed to a large extent. In this connection, it is pointed out that 60 per cent. of the physical defects found in the last draft were of a preventable or curable nature.

In addition to furnishing all the local draft boards throughout the country with a sufficient number of the circulars to supply one to each registrant rejected because of physical disability, arrangements have been made to furnish specimens of the circular to life insurance companies, fraternal organizations, labor unions, employers of labor and others who desire to reprint the circular in its present official form for wider distribution.

The United States Public Health Service will be glad to furnish specimens of this circular on application and urges all organizations that can reach large groups of people to reprint and distribute the circular and thus contribute materially to the public welfare and the national defense.

The circular issued by the United States Public Health Service is entitled "Information for Guidance and Assistance of Registrants Disqualified for Active Military Service Because of Physical Defects." It is a four-page leaflet, containing specific information relating to the commoner causes of rejection or deferred classification, e. g., Defective Eyesight, Teeth and Disease, Feet, Underweight, Overweight, Hernia, Hemorrhoids, Varicocele, Varicose Veins, Bladder, Kidney and Urinary Disorders, Ear Trouble, Heart Affections, High Blood Pressure, Lung Trouble, Rheumatism, Venereal Disease, Alcohol, Nervous and Mental Disease, and Miscellaneous Conditions. The information is presented in simple form and has been approved by the highest medical authorities. At the end is a striking quotation from President Wilson, "It is not an Army we must shape and train for war; it is a Nation." This is followed by the following personal appeals:

"Do not go through life with handicaps that may be easily removed. Do not shorten your life, reduce your earning capacity and capacity for enjoying life, by neglecting your bodily condition.

"While other men are cheerfully facing death for the cause of democracy, do not shrink from facing a little trouble and expense to make yourself strong, healthy and fit."

Over a million copies of the leaflet have been sent out to the draft boards. Requests for specimen copies should be addressed to the United States Public Health Service, Washington, D. C.

WAR FOOD PRICES.

Figures compiled by the Food Administration show that the farmer, going to market this summer to sell his produce, got $1.27 for every dollar that he received last summer; and the housewife, going to market to buy her supplies, paid 87 cents for every dollar that she paid last summer.

The difference has been saved out of the profits of the middleman.

For instance, the price of flour in the spring of 1917 was $16.75 a barrel wholesale in Minneapolis. This spring it was $9.80 a barrel. The difference between the selling price of a farmer's wheat and the selling price of the flour that was made from that wheat was $5.68 in May 1917. In May, 1918, it was only 64 cents.

These reductions have been made despite the fact that we have taken out of our market enough food to save our allies in Europe from famine. We have shipped 120,000,000 bushels of wheat instead of the 20,000,000 bushels that we thought would be our limit. We have exported 87,000,000 pounds of beef a month instead of only 2,000,000 pounds. And instead of only 50,000,000 pounds of pork a month, we have shipped as much as 308,000,000 pounds.

In a campaign to prevent profiteering and food wastage, the Food Administration in ten months imposed some 815 penalties on wholesale and retail dealers, commission men, millers, canners, bakers, cold storage companies, brokers, grocers, restaurant men and so forth. About 150 companies and individuals have been ordered to abstain from business in licensed commodities either permanently or for stated periods. The others have been regulated by fines or minor penalties. In many more cases, the desired result has been obtained by means of warnings. And besides this work of the Washington headquarters, the Federal Food administrators in their respective states have disposed of a vast number of cases on their own authority.

There is still profiteering going on, and against it the Government is making a broad campaign, but shortage of shipping has become one of the great causes of the high cost of living, and that difficulty can only be overcome by building ships.

The price of bananas has increased because half the banana boats have been taken as army transports. There is a huge crop of sugar in Cuba, Porto Rico and Hawaii, but there are not ships enough to move it. Ocean freight rates on rice and tea and tapioca from China, India and the Straits Settlements have become very high. On tea, for instance, the rate has risen from one cent to five cents a pound.

We used to import great quantities of hides from China, and we bring a tanning extract, called quebracho, from South America. Ocean freight rates on hides have been increased 500 per cent. and on quebracho 600 per cent. Our farmers use nitrate of soda from Chile for fertilizer. The rate on it has increased from $5 to $30 a ton. Equal increases have helped to raise the price of jute and hemp, rubber, tin and wool.

These are part of the inevitable hardships of war. The gradual defeat of the submarine campaign and the gradual suppression of profiteering are working together to reduce food prices. Both take time. But in both success seems assured.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

A Program for World's Peace.

The Interallied Labor Conference has unanimously adopted a committee recommendation that the conference subscribe to the fourteen points formulated by President Wilson as a program for world's peace.

Representatives of the American Federation of Labor, headed by President Gompers, presented these principles, which are as follows:

1. Open covenants of peace, openly arrived at, after which there shall be no private international understandings of any kind but diplomacy shall proceed always frankly and in the public view.

2. Absolute freedom of navigation upon the seas, outside territorial waters, alike in peace and in war, except as the seas may be closed in whole or in part by international action for the enforcement of international covenants.

3. The removal, so far as possible, of all economic barriers and the establishment of an equality of trade conditions among all the nations consenting to the peace and associating themselves for its maintenance.

4. Adequate guaranties given and taken that national armaments will be reduced to the lowest point consistent with domestic safety.

5. A free, open-minded, and absolutely impartial adjustment of all colonial claims, based upon a strict observance of the principle that in determining all such questions of sovereignty the interests of the populations concerned must have equal weight with the equitable claims of the government whose title is to be determined.

6. The evacuation of all Russian territory and such a settlement of all questions affecting Russia as will secure the best and freest co-operation of the other nations of the world in obtaining for her an unhampered and unembarrassed opportunity for the independent determination of her own political development and national policy and assure her of a sincere welcome into the society of free nations under institutions of her own choosing; and, more than a welcome, assistance also of every kind that she may need and may herself desire. The treatment accorded Russia by her sister nations in the months to come will be the acid test of their good will, of their comprehension of her needs as distinguished from their own interests, and of their intelligent and unselfish sympathy.

7. Belgium, the whole world will agree, must be evacuated and restored, without any attempt to limit the sovereignty which she enjoys in common with all other free nations. No other single act will serve as this will serve to restore confidence among the nations in the laws which they have themselves set and determined for the government of their relations with one another. Without this healing act the whole structure and validity of international law is forever impaired.

8. All French territory should be freed and the invaded portions restored, and the wrong done to France by Prussia in 1871 in the matter of Alsace-Lorraine, which has unsettled the peace of the world for nearly fifty years, should be righted, in order that peace may once more be made secure in the interest of all.

9. A readjustment of the frontiers of Italy should be effected along clearly recognizable lines of nationality.

10. The peoples of Austria-Hungary, whose place among the nations we wish to see safeguarded and assured, should be accorded the freest opportunity of autonomous development.

11. Rumania, Serbia, and Montenegro should be evacuated; occupied territories restored; Serbia accorded free and secure access to the sea and the relations of the several Balkan states to one another determined by friendly counsel along historically established lines of allegiance and nationality; and international guaranties of the political and economic independence and territorial integrity of the several Balkan states should be entered into.

12. The Turkish portions of the present Ottoman Empire should be assured a secure sovereignty, but the other natonalities which are now under Turkish rule should be assured an undoubted security of life and an absolutely unmolested opportunity of autonomous development, and the Dardanelles should be permanently opened as a free passage to the ships and commerce of all nations under international guaranties.

13. An independent Polish state should be erected which should include the territories inhabited by indisputably Polish populations, which should be assured a free and secure access to the sea, and whose political and economic independence and territorial integrity should be guaranteed by international covenant.

14. A general association of nations must be formed under specific covenants for the purpose of affording mutual guaranties of political independence and territorial integrity to great and small states alike.

The peace principles of the American Federation of Labor are based on the above declarations by President Wilson.

President Gompers and his associates also submitted these economic principles to the Interallied Conference and urged that they be incorporated in the peace treaty:

In law and in practice the principle shall be recognized that the labor of a human being is not a commodity or an article of commerce.

Involuntary servitude shall not exist except as a punishment for crime for which the party shall have been duly convicted.

The right of free association, free assemblage, free speech and free press shall not be abridged.

Seamen of the merchant marine shall be guaranteed the right to leave their vessels when they are in a safe harbor.

No article or commodity shall be shipped or delivered in international commerce in the production of which children under 16 years of age have been employed or permitted to work.

The basic work day in industry and commerce shall not exceed eight hours.

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The powerful British unions of shipwrights, blacksmiths and boilermakers are talking amalgamation and conferences to this end have been held.

The American vice consul at Rio de Janeiro reports, in a recent communication, that a bill has been introduced in the Brazilian Congress providing for the publication of a quarterly labor bulletin to begin with the date of the definite organization of the National Department of Labor, the purpose being to furnish a medium for the exchange of information regarding questions of labor and similar subjects.

The Italian Ministry of Shipping has cabled A. F. of L. headquarters at Washington, D. C., of the safe arrival at an Italian port of the special A. F. of L. mission to that country. The mission is composed of James Wilson, president of the Pattern Makers' League; F. J. McNulty, president of the International Brotherhood of Electrical Workers; John Golden, president of the United Textile Workers; Michael Green, president of the United Hatters of North America, and Peter Josephine of the Granite Cutters' International Association.

The current issue of the British Labor Gazette states that "in July employment continued good in nearly all the principal industries, and much overtime was worked by inadequate staffs. In the cotton and jute trades, however, it continued to be restricted by the regulation of the consumption of raw materials, and short time was worked. Trade unions with a net membership of 1,124,227, excluding those serving with the Forces, reported 0.6 of their members as unemployed at the end of July, compared with 0.7 at the end of June and 0.4 per cent. at the end of July, 1917. The increase in the percentage as compared with a year ago was almost entirely due to the cotton industry."

Polish laborers in Germany are treated little better than slaves, according to such information as has reached America of late. The secret police interfere with meetings of the Farm Laborers' League, ostensibly to find out whether any Poles are participating in them. The German Socialist press points out that such procedure will hardly increase the esteem for Germany abroad, particularly since Germany is supposed to be on friendly terms with Poland. The unions have recently been hampered in many ways by the military authorities. The former Chancellor had given them encouragement in some respects, but his successors have apparently adopted a policy of severe repression.

That there is much suffering in Norway is indicated by the news that the Norwegian Storting or Parliament has been considering the question laid before it by the Royal Department of Provisions, of granting the sum of $2,448,900,000, to be included in the budget for the fiscal year of 1918-19, which shall be used for giving relief to poor people suffering because of the high cost of living in Norway. The money is to be used for the following purposes: Appropriation for war-time flour, herring, and fish, including fish mixed with the bread and margarine; the installation of drying plants for potatoes, etc.; appropriations for public kitchens; and a sum to be placed at the disposal of the Provisions Department for emergency purposes.

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San Pedro, Los Angeles Waterfront, Cal.

Information wanted as to whereabouts of Ray Wilbur, who shipped at Norfolk, Virginia, as an American seaman on S. S. "Lesseps" on or about March 1, 1917, bound for Brest, France. Address Henry Bowden, Counsellor-at-Law, Norfolk, Virginia.

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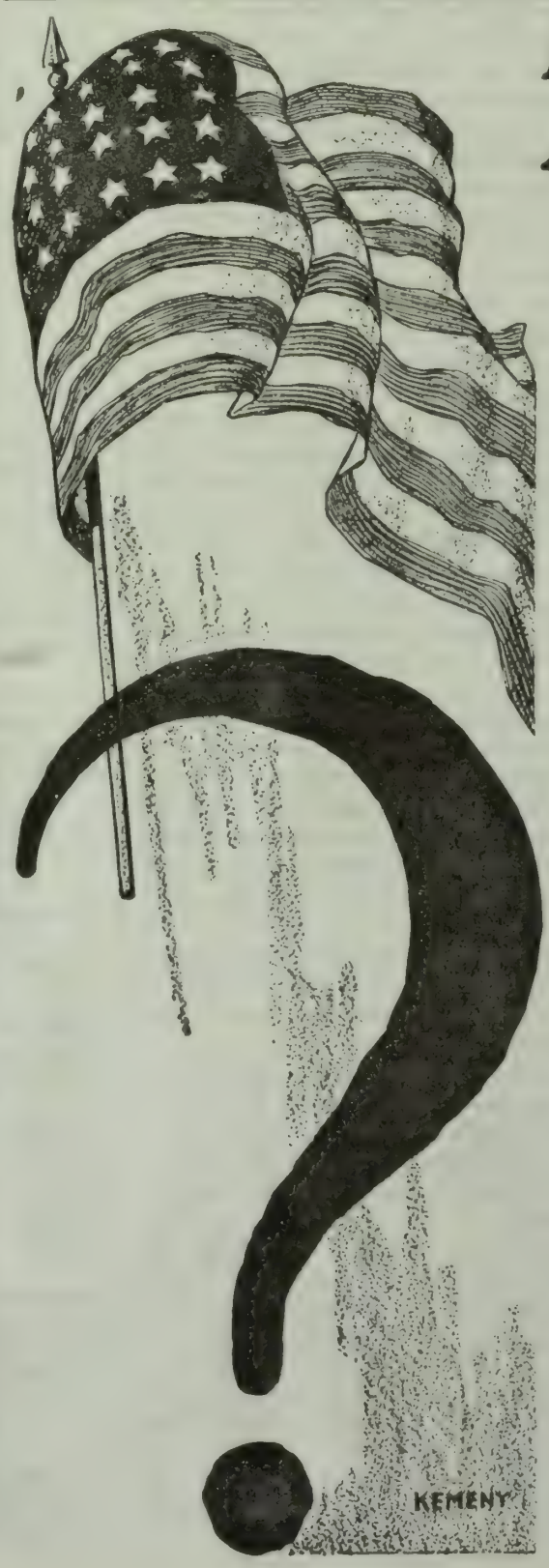
Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18



Does Such an American Exist?

Can there be any American who is not doing all he can to help win the war? Who pretends to believe that we could have kept out?

Who whines or growls about the little sacrifice he is asked to make?

Who gets panicstricken and thinks that it would be better to compromise with the Hun and listens to the serpent whisperings of German propaganda?

If such an American exists let him realize what Germany has done to Russia, which gave in and negotiated a cowardly peace.

There is only one thing for us all today and that is war to the bitter end—war until the Hun is utterly and completely destroyed.

For those who cannot fight, LIBERTY BONDS are the best possible weapons against the Hun.

Buy Liberty Bonds Today
Any Bank Will Help You

Pacific Coast Marine.

At noon on September 25 the Foundation Company launched its fifteenth ship for the French Government, the "Aviateur de Terlines." Madame Collette Hamilton, whose husband is a lieutenant in the French Army, now with the American forces in France, christened the vessel. The Foundation Company is carrying out its program of "one every seven days," this being the third ship that has gone down the ways this month.

President Remsberg of the Port of Seattle Commission wired from Washington, D. C., that the United States Army quartermaster department had given assurances that the recently indorsed Harbor Island dock project would be undertaken at once. This pier is to be built by the Government on the assurance that the Port of Seattle would take it over at the end of five years. The proposed pier is to be patterned after existing port properties.

According to advices received from a South Pacific port, two schooners operating from Pacific ports by local shipping men are tied in a race. A vessel belonging to Andy Mahoney arrived at the offshore port after a passage of seventy-four days. Another vessel operated by Walter S. Scammell made the same port about a week ago, after sailing from a local port, in the same number of days. The owners have a wager that will be decided by the actual time each craft makes for the complete round trip.

Narrowly escaping destruction by fire during the passage between Apia and the United States, a schooner owned by the Gulf Mail Steamship Company arrived at a Pacific port during the week with the bulwarks and a portion of the superstructure badly damaged and a considerable portion of the deck cargo of copra missing. The vessel brought 550 tons of copra valued at about $120,000. This was consigned to Atkins, Kroll & Co., who are now handling more of this South Pacific product than any other firm on the Coast.

Owing to the scarcity of bottoms of all kinds, the Union Steamship Company is reaching out in all directions for charters to facilitate the movement of freight that threatens to congest at various points from which the concern operates. It was announced during the week that the schooner "H. K. Hall" had just been chartered to the New Zealand concern by the Puget Sound owners. The "Hall" is registered at 1237 tons, and will probably be used to carry lumber offshore and products from the South Pacific back to the Pacific ports.

The river barge "Pilot," first of a fleet of five craft intended for river transportation in the vicinity of Stockton, Cal., was delivered by the Cryer plant at Oakland to the Fletcher Wheeler Transportation Company during the past week. The "Pilot" is 52 feet long, 13 feet in width and 5 feet deep. It made the trip from the Webster-street bridge to the Crowley boat-house in thirty-seven minutes, at a speed of twelve miles an hour. The craft is equipped with a new type Acme engine of 85 horsepower. The engine is being assembled by a new method which permits fast construction. This was the first of the new lot to be installed in a local boat. The Fletcher Wheeler Company is placing these barges in operation because of the increased demand for vessels in the Stockton district.

Lieutenant Randall Rogers of the alien enemy inspection detail of the Navy and Lieutenant Sam Sackett of the customs inspection service at San Francisco have conducted an investigation into the probable cause of the fire on the Pacific Steamship Company's vessel which was threatened with destruction late last Wednesday night while steaming between ports of the Pacific. A portion of the cargo in No. 2 hold had been damaged by water and steam, but the vessel was not damaged. The biggest loss will be suffered by H. C. C. Cantelow, assistant general manager of the steamship company. Cantelow was sending his household goods to Seattle, and nearly all were destroyed. Quite a few individual tales of heroism were related by the passengers and members of the crew, all of the latter being members of the Pacific District Unions of the International Seamen's Union of America.

With leading business and financial men of Hawaii pointing out that these islands are destined to become a great shipping center at the close of the war when the Pacific begins to come into its own as a bearer of commerce, the territory is beginning to look forward to the development of its harbors, and it is certain that bills for the construction of new wharves on a vast scale will be introduced at the coming spring legislature. Governor C. J. McCarthy, who, before his appointment to the executive office, was an active member of the territorial harbor board for many years, is one of the most ardent advocates of a big harbor extension program. If the 1919 legislature is agreeable, and if the necessary steps are taken, the harbor board may be given power to raise revenues for wharf construction and other purposes by taxing each ton of freight passing over piers controlled by the board. Under the present statute, passed in 1915, there is a little clause which specifically prohibits the board from collecting a tonnage charge on freight handled on the wharves. The only revenue the territory gets at present is a tax of two cents per ton per day on all vessels using the wharves. At this rate their maintenance is a losing game to the territory, and it is likely that a big effort to put a new tonnage act into force will be made at the coming session.

Two American steamships were sunk and a fleet of other craft were badly battered, the city of La Paz, Mexico, was partially destroyed and the floating equipment of the United States naval coal depot at Pichilinque damaged to the extent of thousands of dollars during a terrific hurricane that raged off the Lower California and northwest coast of Mexico September 17. This was the news brought to San Diego, Cal., by a long-overdue fishing launch. The crews of the vessels that were sunk were rescued by passing steamers after being adrift three days in open boats. The American vessels that foundered after a terrific battle with mountainous seas were the steel steamer "Blackford," northbound from an Atlantic port with a cargo of 3000 tons of coal, and the wooden steamer "Coos Bay." William A. Brown, first mate of the ill-fated "Blackford," arrived at San Diego as a passenger on the launch from Magdalena bay. Brown related a graphic story of the loss of the "Blackford." He said that the steamer foundered at a point about 250 miles south of Magdalena bay, after the ship's rudder had become disabled. Drifting helplessly at the mercy of the waves, with two blades of the propeller and the rudder stock twisted into a useless mass of bronze and steel, it was seen that the craft could not much longer remain afloat. The crew of forty-six men were then ordered to the boats. On September 20, three days after the "Blackford" foundered, the boats were sighted and picked up by an oil tanker. The tanker, with the crew of the "Blackford" aboard, remained in the south, short of fuel and provisions. No details of the loss of the "Coos Bay" have been received here, with the exception that the wooden craft foundered about fifty miles from where the "Blackford" went down. The crew were landed at a Mexican port.

Claude Daly, manager of the maritime department of Comyn, Mackall & Co., has returned from a visit to Australia, where he went to examine trade conditions and to get in touch with the various representatives of the company in the commonwealth and New Zealand. During the next two years there will be little available tonnage to care for any considerable increase in the business with Australia and New Zealand. There is a world of money down there to be exchanged for good American merchandise, but the ship space will not be available. In the meantime the Japanese have been busily engaged in building and purchasing ships, and fully 60 per cent. of the tonnage arriving in the South Pacific consists of the Mikado's vessels. Daly said the Japanese methods were not entirely satisfactory to the Australians, and that the Americans were, on an average, turning out a better grade of merchandise. The question of priority affecting goods being sent to Australia and also goods shipped from this country was an effective barrier to increasing the business largerly at this time. Wheat and wool may be sent to this country, but there are so many restrictions on merchandise in general that a considerable American business is not expected to develop. He found upon his arrival at Sydney that there was a general impression that he had come there for the purpose of building concrete ships. This mistake was so general that some of the members of Parliament wished to know if the Government was defraying Daly's expenses. The visitor hastened to assure the Government officials that he had not come there to work on concrete ships, and then the excitement subsided. It developed that a newspaper story in a Sydney paper was responsible for the misunderstanding. Daly said that all of the necessary materials for concrete shipbuilding were at hand in Australia, and that there was nothing to prevent the Government or private concerns from entering upon this class of ship construction.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
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and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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(Continued on Page 11.)

The Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 2, 1918.

"INSCRIPTION MARITIME."

The British Board of Trade and the Shipping Controller are arranging for the compilation of a complete register of all masters, apprentices and seamen (that is, all seafaring officers and men), so that an effective comparison may be made between the present supply and the demand which may be anticipated in the near future. The opportunity of this registration will be taken to furnish each man with an identity and service certificate, which, after being indorsed by the National Service Ministry, will be a protection from recruitment, so long as the holder fulfills the conditions of his employment in the Mercantile Marine. The identity and service certificate is to be produced by the man whenever he is engaged for service afloat, and will at first only be issued to bona fide sea-going men. The scheme will be worked in close conjunction with the Seamen's Unions and Associations of the Mercantile Marine Officers. In future, account is to be taken of the actual sea service of every seaman, and it will be a condition of his protection from recruitment that he serves afloat for a minimum number of days every year, due allowance being made for exceptional circumstances.

The current issue of the British Marine Cooks and Stewards' official publication expresses some dissatisfaction with the registration scheme. However that may be, there can be no objection to any reasonable proposal along these lines, as a war measure.

In our own country there is a small but very persistent element at work urging the adoption of the French system, known as "Inscription Maritime."

Those who favor maritime inscription as a permanent policy for America are doubtless strong on theories but they surely are decidedly weak in knowledge of historical facts. It cannot be possible that they have read our own Captain A. T. Mahan's great historical works on the "Influence of Sea Power," the importance of which was conceded at the time of their publication, and are still in constant demand.

Among other great historical truths on which Captain Mahan "proved up" we have learned beyond the question of a reasonable doubt that France in all her sea wars against Great Britain was never able to find the required supply of skilled seamen. In the long run that alone settled the wars against France. It was compulsory inscription and compulsory service for a long period of years which caused the French seafaring population to diminish. England, on the other hand, with her more liberal laws pertaining to seamen and without any attempt to regulate every move of her seafarers, slowly but surely gained control of the seas. Great Britain's seafaring population, then as now, was the deciding and determining factor in many, many a struggle upon the sea.

Just at present America is straining every muscle to again obtain a real foothold upon the sea. We are building ships as never before. We are inducing our ambitious young men to take up a career as mariners. Surely, it behooves us to carefully examine the matter-of-fact lessons of history before accepting any proposal which would materially change the status of American seamen.

Enthusiastic theorists are well enough in their place, but the future of our country upon the sea must be made secure by practical men—men with a vision as well as a speaking acquaintance with fundamental historical truths.

AMERICAN CITIZENSHIP.

The U. S. Shipping Board Recruiting Service desires to emphasize the fact that the training given applicants for places in the new Merchant Marine is for American citizens only.

There is, of course, no distinction made between native-born and naturalized citizens. Still, it appears that such a question is raised from time to time. The "Merchant Mariner," published by the Shipping Board Recruiting Service, comments upon this needless querying in the following pithy paragraphs:

There is no reason why such a question should be asked. In a republic a citizen is a citizen. He may have been born in Europe, of parents who at the time of his birth had no dream of ever seeing themselves or their son leave the home acre where he came into the world.

This is a place of wonders, this country of ours, and the conversion of the foreign born into good Americans is not the least of its wonders.

The machinery of the courts make of the right kind of men of foreign birth as good citizens as nativity on Cape Cod and ancestry going back to the "Mayflower." Incidentally it is always well to remember that the Pilgrim Fathers were foreigners.

Very often young men come to the enrolling stations of the Recruiting Service who have not been naturalized, but who have taken out first papers. Some of these feel grieved because they are rejected. To these the recruiting Service can only say, "You have started in the right direction. Hurry and finish the job. Then we will gladly take you into the Merchant Marine."

This war has served one excellent purpose, in speeding the naturalization of a good many men who thought in easy-going peace times that there was no particular reason for hurrying their naturalization. They see now that there is every reason for letting not one spear of grass grow under their feet before they get the precious final papers that make them an American citizen.

The editor of the "Merchant Mariner" is to be congratulated for penning so lucid an "explanation."

There is now, fortunately, no longer any question about the value of American citizenship. To-day every American citizen is justly proud of that distinction.

And what has made "American Citizen" one of the proudest titles on earth?

The pages of history that record the days of Rome's greatness and glory, note particularly the value a Roman placed on his citizenship. The Roman always pronounced with pride "Civis Romanus." Yes, we find in the tribunals of justice when the prisoner was asked if he was a Roman citizen—we can almost see his manhood assert itself, and the voice clothed in pride cry out "Ego Sum."

What did that "Civis Romanus" mean? It stood for monarchy; for slavery; for might over right. The pride of the Roman was begotten from the many bloody victories won by Roman armies, from her treasures, the wealth carried by her legions to her capital.

Not so our pride when we proclaim our title, "Civis Americanus." Our pride is not prompted because our land is the Eden of the earth. We know on earth's orb there is no other region so rich, so bounteous as our own America; but our pride has a higher source. "Civis Americanus" means that we are clothed with a citizenship that has put a ban upon slavery and places all men as the Creator intended—free and equal. Moreover, American citizenship is to-day proudly meeting the most severe test of all. It is cheerfully and willingly sacrificing itself at the altar of Mars to make human freedom an accepted world institution—forever safe from the attacks of any military monster.

DID YOU BUY YOUR BOND?

While Germany's ears still burn from the curt refusal of President Wilson to consider its peace offer, a further humiliation is in store for the Kaiser and his befooled people when the voice of America is heard unanimously backing up that refusal through the Fourth Liberty Loan.

The loan is a necessary material factor in the prosecution of the war; not only our own military efforts but those of our allies depend upon the funds thus raised; the allied civilian population will get their food largely from that portion of the Fourth Liberty Loan we lend their governments.

It is no less an important factor in maintaining the allied morale. No worse blow to German hopes will be dealt than they receive in the news, at the close of the campaign on October 19, that the world's greatest financial effort has been triumphantly achieved in the short space of three weeks.

Germany is at this time floating its ninth war loan. In spite of her relatively small national wealth of only $80,000,000,000 she has thus far, through high interest as well as exerting extreme pressure on her people, succeeded in financing her war efforts.

Her hopes of solving her financial chaos have been largely buoyed up by the Chimera of huge indemnities to be collected from her vanquished enemies.

The Fourth Liberty Loan will bring home to her that now, as one hundred years ago, America stands ready to raise "Billions for Defense, but not one cent for Tribute."

Germany has not yet lost hopes of victory. The war will not end until there has been further bitter sacrifices of American lives. Nothing less than the most earnest financial sacrifices here at home will provide our tremendous army with the munitions necessary to absolutely crush the Kaiser's actions.

It is up to every man and woman of us to adopt the same grim determination to make the Fourth Liberty Loan an overwhelming success as our fighting men abroad resolved to make every attack a victory although it means death itself.

Buy your limit of Liberty Bonds today!

THE MANUFACTURE OF "MINES."

Production of "mines," that dreaded terror of the sea which can be used so effectively in offense and defense, is now said to be so well developed that America alone has a daily output of one thousand, complete in every detail.

This means that, should the exigencies of naval warfare require it, the Navy Bureau of Ordnance could produce annually 365,000 mines. The bureau, however, is keeping so far ahead of mine requirements of American and allied naval forces in European waters that it is unnecessary to work on mine assembly or loading either Sundays or holidays.

If all the mines produced by the Bureau of Ordnance since our country entered the war were planted (the same distance being maintained between the mines as in mining operations at sea) the mine belt would cross the Atlantic eight times. This satisfactory condition of mine production is the result of the development and standardization by the Navy Bureau of Ordnance, since the war began, of a new type of American mine. This new mine has all the advantages of the older types and practically none of their disadvantages, this being particularly true in their loading and laying. The new mine must be one of the safest in the world to handle, for there has not been an explosion or accident either loading or laying. Yet experience has proved that these mines are a tremendously potent anti-submarine weapon.

In the design of these mines special care has been taken to fulfill all requirements of the Hague convention. Should the mine break adrift from its anchor it is immediately rendered inactive by internal mechanism placed there for that specific purpose, and it floats on the surface where it can easily be destroyed. Should a ship strike a floating American mine the firing mechanism would not function.

To obtain these mines in such enormous quantities, as well as to preserve secrecy regarding their characteristics, a radical departure from usual manufacturing methods was adopted. Naval plants did not possess facilities for manufacturing as many as 1000 mines per month, and such plants were congested with other work. It was impracticable to develop a great plant for the sole purpose of manufacturing mines, since there was not sufficient time for this purpose. The expedient was, therefore, adopted of dividing the mine into many parts and having these manufactured at different commercial plants, all the parts being brought together and assembled, the mine being then loaded at a central mine depot. The work was divided among 140 principal contractors and more than 400 subcontractors.

The unit cost of the new mine is about one-half that of mines before the war, notwithstanding the prevailing high cost of labor and raw materials. This is due to the fact that all the elements of the mine have been standardized in the same way that passenger automobile parts are standardized and that quantity production methods are followed.

A copy of the JOURNAL's index for Volume XXXI has been mailed to each library and to such other institutions where issues of the JOURNAL are preserved for binding. If anyone has been overlooked please apply promptly to the Business Manager of the JOURNAL.

The thrifty housewife should be careful that in buying at a bargain she isn't selling somebody's job at a sacrifice.

PROTECTION FOR ENLISTED MEN.

What the United States Government Is Doing for Our Fighting Men and Their Dependents at Home.

The United States Government provides three forms of financial protection for its fighting forces and their families:

(1) Allotments and Allowances.

Every enlisted man in the active military or naval service is under a duty to allot $15 a month from his pay to his wife and children. To these compulsory allotments the Government adds family allowances, ranging from $5 a month for a motherless child, and $15 for a wife without children, up to a maximum of $50. The compulsory allotments are the same for all enlisted men, regardless of rank or pay. Provision is also made covering instances of a divorced wife to whom alimony has been decreed and who has not remarried.

In addition to the compulsory allotments, the enlisted man may also make voluntary allotments to his parents, grandparents, brothers, sisters, or grandchildren, and, if they are dependent upon him for support, the Government may add certain monthly family allowances. Not more than $50 in family allowances will be paid on account of any one enlisted man.

If the enlisted man is already making a compulsory allotment to his wife and children, he need allot only $5 additional to his brothers, sisters, parents, grandparents, and grandchildren, if he claims a family allowance for them. But if he is not making a compulsory allotment, he must allot $15 to such other relatives to obtain a Government allowance for them.

By this system of allotments and allowances the enlisted man and the Government together make provision for the loved ones left behind.

(2) Compensation for Death or Disability.

This compensation is the modern American substitute for the pension. It applies to officers and enlisted men alike when employed in active service, regardless of rank or pay, and is payable for death or disability incurred in the line of duty and not caused by their own willful misconduct.

In case of death, compensation, which ranges from $20 to $75 a month, is paid to the soldier's or sailor's widow, children, and dependent father or mother. No other relatives are entitled to compensation. The compensation may be paid to a widow until remarriage, and to a child until the age of 18, or until marriage.

In case of disability compensation is payable to the disabled person himself. If the disability is total, the amount of compensation varies from $30 to $95 per month, according to the size of the disabled man's family. In exceptional cases a sum not exceeding $20 per month additional may be paid for services of a nurse.

If the disability is partial, the compensation is a percentage of the compensation that would be payable for total disability and the amount varies according to the size of the disabled person's family and the reduction in his earning capacity. In certain specific cases of total disability, such as the loss of both feet or both hands or both eyes, or for becoming helpless and permanently bedridden, compensation is payable at the rate of $100 per month.

Compensation for death and disability should be clearly distinguished from the Government insurance protection, which is entirely separate.

(3) Government Insurance.

In addition to the compensation for death or disability, the United States offers its fighting forces the further protection of Government insurance. This insurance is protection against death or total permanent disability. It is granted, on written application, to all persons in the active military or naval service, enlisted, enrolled, drafted, or commissioned, so long as the premiums are paid as they become due. No medical examination is necessary other than a favorable report by the Army or Navy surgeon or medical examining board before acceptance into the military or naval forces. Because the Government bears all overhead expenses and the extra war hazard, the cost is extremely low. The terms are so favorable and the protection so broad that the matter naturally commends itself to all men joining the colors. The premium rate depends on the man's age, and for the full $10,000 averages between $6 and $7 per month.

To obtain this Government insurance, the man must apply within 120 days after he enters the active military or naval service.

In case of death of a person having so applied for $10,000 insurance, the Government will pay, so long as there are persons living who are entitled to receive the same, monthly installments of $57.50 each for 20 years, which, taking interest in account, aggregate $13,800. The insurance cannot be made payable to anyone except those included in the "permitted class," namely, spouse, child, grandchild, parent, brother, sister, as defined in the War-Risk Insurance Act.

In case of total permanent disability these monthly installments of $57.50 each will be paid to the disabled person throughout his life even though he lives for more than 20 years.

Provision is made for the continuation of this Government insurance after leaving the service.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Hadquarters, San Francisco, Cal., Sept. 30, 1918.
Regular weekly meeting came to order at 7 p. m., Frank Johnson presiding. Secretary reported shipping good. Shipwreck Benefit was awarded to nineteen members of the crew of the ship "Tacoma."

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Sept. 23, 1918.
No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Sept. 23, 1918.
Shipping fair.

WM. HARDY, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 23, 1918.
No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 23, 1918.
Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 23, 1918.
No meeting; no quorum.

ED. ROSENBERG, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 23, 1918.
Shipping good; members scarce.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Sept. 23, 1918.
Shipping good; members scarce.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 16, 1918.
Shipping dull.

R. H. BLACKWOOD, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Sept. 26, 1918.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping good. The full Shipwreck Benefit was ordered paid to one member wrecked on the ship "Tacoma." A resolution to vote upon the purchase of $2000 of the 4th Liberty Bond issue was referred to a referendum vote of the coast.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 20, 1918.
No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 18, 1918.
Shipping very good; shipping good, but short of members.

HARRY POTHOFF, Agent.

Sepulveda Bldg., 128½ Sixth Street. Phone, Home 115; Sunset 66 W.

DIED.

Robert D. Hendersen, No. 2630, a native of Denmark, age 50. Died at Libbyville, Alaska, June 8, 1918.

A. P. Traynor, No. 1100, a native of Ireland, age 39. Died at Victoria, B. C., Sept. 18, 1918.

Interest in Portland, Oregon, as an export port is developing, and, while plans are being matured for operating companies to handle the trade after the war, outside shipping firms are establishing offices in the city to get a first hold on the business. The Sudden & Christenson Co. of San Francisco was the first to locate there, and has been taking ships from the Emergency Fleet Corporation for operation out of Portland and other Pacific ports. Lyng & Ricks, San Francisco, is the latest firm to enter the lists. Offices for this firm have been opened and plans are being made for regular operations of ships from Portland.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

So serious has become the situation at Bridgeport, where the workers belonging to the Machinists' Lodge have appealed for another interpretation of the Eidlitz award which caused the recent strike, that the National War Labor Board has broken its date for hearings in Minneapolis for September 23 and has gone to Bridgeport instead.

Under the Eidlitz award, the men and women employed in the war industries in Bridgeport were to meet in the school houses and elect delegates to a city convention, which in turn was to name candidates for the Central Appeal Board. This Central Board was then to arrange for the election of shop committees for each shop. During the strike the elections were held. None of the strikers could vote. All the voters and all the persons elected as delegates to the convention were non-union—the union men were all out. But the shop committees are still to be chosen, and the union men, who are in the proportion of about one to nine of the unskilled, non-union employes, are likely to be elected to fill most of these shop committees.

It is unlikely that the War Labor Board will be able to so reverse the award as to give the Machinists the trade classification for which they struck, but it will give them a way to secure the classification within a few months.

The most unfortunate thing about the Bridgeport trouble is the fact that the 90 per cent. who are unskilled are not now being organized, as they easily could be organized, into the American Federation of Labor. The organized men in the town know just what they want. The unorganized have only the vaguest notion.

In the absence of the clear industrial thinking that comes with unionism, the War Labor Board has started a new experiment. It has employed a community secretary for each of the nine public schools in Bridgeport, together with a general secretary for the entire city. These secretaries have charge of arranging meetings of all sorts of groups, but especially of labor groups, in the school buildings. All the workers are to be brought in, so far as possible, to these community meetings, to discuss their industrial conditions and to learn to work together in meeting them. At the first of these meetings, the coming week, Miss Margaret Wilson, daughter of President Wilson, has been invited to speak. She has been active for some years in the movement to open the school houses, all over the country, to community meetings of this kind. Frank P. Walsh of the War Labor Board has been a leader in the same agitation.

On its way to Bridgeport the War Labor Board made public in New York City the award of Chief Justice Clark of the North Carolina Supreme Court as umpire in the case of the Wheeling Mold & Foundry Co. Justice Clark establishes in this award the genuine eight-hour day. He provides that the only way in which more than eight hours can be worked is through the decision that an emergency exists in connection with a particular job. And that decision must be the decision of a committee composed of the workers and the management, equally represented.

This is a pivotal decision. Justice Clark was chosen by the board as umpire in this case, and his ruling that the eight-hour day must be an eight-hour day in good faith, and not a ten-hour day with a few cents of overtime, is to be applied to all similar cases as they shall come before the board.

In the course of his statement, Justice Clark points out that while the principles on which the War Labor Board was established do not require the enforcement of an eight-hour rule, yet they do require that in cases where the basic eight-hour day is not mandatory by law "the question of hours of labor shall be settled with due regard to Governmental necessities and the welfare, health and proper comfort of the workers."

He quotes President Wilson's address to Congress on the railroad eight-hour dispute, in August, 1916, when the President said of the eight-hour day: "It has been adjudged by the thought and experience of recent years a thing upon which society is justified in insisting, as in the interest of health, efficiency, contentment and a general increase of economic vigor." He quotes also from Judge Alschuler's decision in the packing house workers' case, and he declares that the time is here to establish the shorter day in industry. When overtime is to be worked, he believes that the emergency should be one that the workers themselves will readily recognize and accept.

This eight-hour award is a valuable addition to the series of points decided thus far, which the War Labor Board will apply in other cases as they are taken up. Some anxiety has been shown, in various cities, because the Board has not come promptly to hear their local disputes and act upon them. The War Labor Board is still in the stage of developing its organization, trying out its ability to handle various kinds of industrial statesmanship, and of getting local machinery started to take care of the enforcement of its awards. But the field is now becoming pretty well defined, and the Board is striking a gait that will carry it over a very long circuit within a few months. Hearings will be held in all the cities to which pledges have been given, with only a very few days of delay. Minneapolis, for example, will be visited within ten days or two weeks, according to the best estimate today. The Bridgeport trouble, due to an award by an umpire who proved to be out of sympathy with organized labor, has only temporarily upset the schedule.

Mention of the railroad men's eight-hour dispute recalls the fact that one of the members of Congress who most actively fought that legislation was Simeon D. Fess of Ohio, now chairman of the Republican congressional campaign committee. When asked, in debate in the House last New Year's day, why Ohio gave so big a vote for the President in 1916, he replied that one of the chief reasons was the "shameful surrender" of the Administration to the railroad brotherhoods.

The brotherhoods are reminding Fees' constituents of that fact this year. They are also sending into the districts of a large number of other Congressmen the report of their legislative agents on the labor records of those Congressmen. Especially bad, they declare, is the record of Representative Miller of Duluth, whose opponent is a member of the Brotherhood of Locomotive Engineers. Miller has voted against almost every domestic measure in which organized labor has taken any interest, including the Adamson law.

The National Security League and other similar organizations appear to have taken the job of opposing the labor members of Congress in this election, and presumably they will support Miller. This prospect annoys the railroad brotherhoods. Director-General McAdoo has withdrawn—at least for the period of this year's campaign—his order that railroad employes should not run for public office, and the brotherhoods are doing more work in that field now than ever before.

Arthur Holder, former legislative agent of the A. F. of L., was one of the crowd of liberals who gathered at the lunch of the Round Table Forum, the other day, to ask questions of Chairman Colver of the Federal Trade Commission. This Round Table Forum has been organized by the National Popular Government League, to keep public officials and others, here in Washington, in touch with the real fights that are going on in Congress. Just now the big fight is over the stockyards and wholesale meat houses and warehouses. The Federal Trade Commission wants Congress to take them into Government ownership and operation.

Holder asked just one question: "When will the price of steak come down?"

Colver answered: "As soon as there is a free channel of trade between the farmer who produces the livestock and the consumer who eats the meat at his table."

The packers are hanging on to their monopoly of the marketing channels.

* * *

Miss Julia O'Connor of Boston, leader of the telephone operators' strike there, has been named by Postmaster General Burleson to his committee on wages and conditions of labor of the employes in the telephone and telegraph service. But what is more significant, he names her as "representing the organized telephone workers of the country." That is his first recognition of anybody, in any line of public service under his control, as a representative of union labor.

The Commercial Telegraphers' Union is organizing, and waiting, and watching these gradual concessions to the spirit of the times.

FROM FRENCH WRITERS.

French sentiments are expressed in the following:

Despotism is a criminal attack upon the brotherhood of man.—Fenelon.

Political liberty: The happy mean which makes all citizens subject to the laws and equally interested in their observance.—Montesquieu.

There is only one kind of equality inherent in man; it is that of the virtues.—Malesherbes.

Equality is the beautiful ideal of the body politic.—D'Alembert.

To renounce our liberty is to renounce the equality of man, the right of humanity and even our duty.—Rousseau.

It is this celestial voice (of the will of all) that dictates to every citizen the precepts of public reason and teaches him to act according to the maxims of his own judgment.—Rousseau.

God and liberty. (Voltaire's words when blessing Benjamin Franklin's grandson.)

Analyze almost any radical "ism" and you will find that it is composed mainly of solecism and cynicism.

STEEL TRUST BECOMES GENEROUS.

The United States Steel Corporation has announced that it will inaugurate the eight-hour basic day in all its plants on October 1st. This revolutionary measure directly involves 225,000 employes of the big steel combination, and indirectly several hundred thousand employes of independent steel companies. And probably before the effects of it are over it will mean that every working man in America will be put upon an eight-hour basis.

Four months ago, Judge Gary, chairman of the Board of Directors of the United States Steel Corporation, stated definitely and positively that the question of the hours of labor had been acted upon by his board and that there would be no eight-hour day in the steel plants. And now he comes along and throws this resolve into the waste basket, and, almost over night as it were, establishes the basic eight-hour day in all the corporation's monster plants.

Why this sudden change of front? The answer is not difficult to discover. It is to be found in the great campaign the American Federation of Labor and twenty-four international unions are now carrying on to organize the iron and steel workers of the country. This campaign is proving an unprecedented success. In the Calumet District around Chicago, which includes Gary, Indiana Harbor, South Chicago, and Joliet, it has been making tremendous headway. Monster meetings are being held and thousands of workers are pouring into all the affiliated organizations. Never in the history of the country has the like been seen. While this is going on in the Chicago District, the workers in the great Bethlehem Steel plants are likewise organizing by the thousands, and extensive preparations are on foot for similar campaigns in the other steel districts of the country.

Something had to be done to head off all this organization work. In the old days the proper thing for the steel barons to have done under the circumstances would have been to import a corps of gunmen and shoot the thing to pieces, to force the workers out in some ill-timed strike, or, if these failed, to give them a penny or two an hour increase. But the time for the success of these tactics is now past and newer methods must be employed. Hence, Judge Gary's revolutionary ruling that the eight-hour day would be put into effect at once.

The scope of this decision is far-reaching enough to almost bewilder the imagination. It means shortening the hours of labor of every man on the American continent. We may rest assured that the great steel barons never ventured to take such a radical step unless they were perfectly certain that it would accomplish the thing it was aimed to do; namely, to prevent the organization of the steel workers. But will it succeed? We doubt it most seriously. The steel workers now have the spirit of organization and nothing in the world can stop them, if organized labor will go seriously into the work of bringing them into the various organizations and lend them its every ounce of strength.

What the Gary steel workers think of the "gift" from their masters, the steel barons, may well be judged by the fact that the day that the eight-hour announcement was made with enormous headlines in the local papers about 10,000, most of them already in the organizations, assembled in a monster mass meeting and cheered to the echo every mention of the American Federation of Labor and trades unionism in general, and nearly 1500 of them enrolled at the meeting. As this communication leaves this office, a half dozen clerks have been working all day in the headquarters at Gary signing up the steel workers employed on the night shifts. About the same thing is going on in Joliet and the other steel towns in the Chicago District.

Now is the time for organized labor to get behind the steel workers in their efforts to organize. They are faced by the strongest and most ruthless foe in the world's field of industry. A foe who, to crush them, would violate every law of God and man and, if necessary, would give them an ephemeral concession. If the steel workers win out it will be the greatest thing that ever came to working men since the day the first two workers struck hands and said, "Let's unite and demand better conditions." It will mark an epoch in the history of labor. Now is the time for the American Federation of Labor and its affiliated organizations to show what they are made of and to meet with renewed energy this latest tactic of the steel corporation to keep its men unorganized.

Fraternally yours,

WM. Z. FOSTER, Secretary-Treasurer,
National Committee for Organizing Iron and Steel Workers. Room 708, 166 W. Washington Street, Chicago, Ill.

THE ELOQUENCE OF SILENCE.

(By Chester M. Wright.)

There is no eloquence more forceful than the eloquence of absolute silence.

Nothing in all of France drove home to us, as we went from seaport to battlefront, told the story of France as the graves of France told it to us.

Not all of the wondrous orators of France could tell a story as vivid or as impressive as the story told by the scattered graves of those who have died to save the institutions of freedom.

You start from Paris for the front, thinking more of what you have left-behind than of what lies ahead.

You come soon to the line at which in 1914 the Germans were stopped in their drive on Paris. And then you begin to think of what lies ahead, for you are on ground that has been fought over—ground on which the price of liberty has been paid.

The graves of dead men always are where battles have been fought. And here are the graves of dead men—little groups of graves here and there, always on some gently sloping hill. And as long as you follow the line of battle you find it marked by graves.

In one group there will be but a dozen mounds, in another fifty, in another a hundred or more. And over each a simple wooden cross bearing the rosette of France for her fallen sons.

No shaft of marble could be as impressive as the simple wooden cross, roughly made, sometimes standing at an angle, over the silent mounds. No costly vault could half so eloquently bear testimony to the worth of human character.

Just crude heaps of earth, here and there surmounted with a bit of growing green, or a struggling flower, always bearing the unpainted cross; just eternal silence.

And we passed many of these resting places. We passed them always in silence, in poor tribute to those who had performed the ultimate in service to the common cause.

There seemed to come from these graves the very spirit of Liberty's cause. There was about them the dignified humility of democracy and faith in humanity.

It seemed beautiful and natural, too, that these graves should be as they were—it was rest everlasting after the ultimate of effort.

No graves of autocracy could be as these graves were. No tombs could be so placid under tyranny. No rough hillsides could be so dignified under the iron heel.

Here, in these wind-swept graves on the serene hillsides of France, lie men who gave gladly of life itself for the security and freedom of mankind. It was over such hallowed mounds that Lincoln spoke at Gettysburg. It was such humble graves that glorified Lexington and Concord.

But out of the humility of these last resting places humanity will make a shrine of liberty at which men and women for all time will bow in reverence and from which they will draw deep inspiration in the ages and ages to come.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

Trial by jury shall be established.

The American trade unionists proposed a world labor congress at the same time and place as the peace conference and also direct official representation of workers in the official delegations of each of the belligerents formulating the peace treaty.

Porto Rico Protests Are Getting Results.

A long editorial in the San Juan, Porto Rico, Times, indicates that the agitation by trade unionists in Porto Rico and the United States against social conditions in this island is proving effective.

A commission to be appointed by President Wilson to come to Porto Rico has evidently convinced the Times that the old order has passed and now it acknowledges that many things trade unionists protested against are true.

Labor's protest against the un-American Governor Yeager are indorsed by the Times in these words:

"They (the commission) may find that he is not much of a war governor, that his bureaucratic schemes are inconsistent with the genius of the American government; that his Americanism is weak, when and where it ought to be strong; in short, that he is a good, honest man out of place—a political mistake, and too old to be repaired.

"In our opinion the Governor cannot handle questions involving great industrial problems; not because he is inherently unable to do so, but because it is too late in life for him to learn a new trade. So the commission will find the labor-industrial problem just where it has been for two or three aggressive years on both sides."

The above would indicate that the sugar and tobacco interests and other large employers would be willing to make Governor Yeager the scapegoat for debasing conditions they have forced on the workers of this island.

Another interesting portion of the editorial is its condemnation of Santiago Iglesias, President of the Free Federation of Porto Rico Workingmen. Iglesias is also a member of the Porto Rico Senate and through his persistence attention has been called to deplorable conditions here. Now the Times is ungracious enough to say that Iglesias endangered life and property.

Army Officers Accept Trade Union Theory.

The Ordnance Department of the War Department announces that "it has been found that where living conditions are bad and housing arrangements inadequate, ordnance production lags."

The Ordnance Department supplies General Pershing with ammunition and its investigators have found conditions that must be removed before workers can produce their best. These hard-headed army officers now accept organized labor's theory, which has long been resisted by employers.

In several Alabama towns the "prominent citizens" are enthusiastic over their discovery and are giving every aid to the Ordnance Department to make these places livable.

A public market has been established for the towns of Tuscumbia, Sheffield and Florence, where farmers dispose of their produce to representatives of government plants. Government wagons cart the produce to these factories, where it is sold to the workers at cost. Central bureaus for the three towns have tackled the housing problem and parks and playgrounds are being planned.

Army officers report that an investigation of the large labor turnover in another town showed that sewers in the overcrowded residence sections were back filling into private cellars because of inadequate pumping facilities. It remained for the Ordnance Department's representatives to show war munitions manufacturers that if the town's finances would not permit of the purchase of a new pump, that it would be good business for them to stop their costly labor turnover by installing the pump themselves. The manufacturers accepted the hint.

Altoona Then and Now.

The Altoona, Pa., Times compares this year's Labor Day with those before Government controlled railroads when most of the employees of the Pennsylvania Railroad were non-union.

"They were non-union," says the Times, "not because they did not believe in the efficiency of the union organization, but because the officials of the corporation objected to them organizing.

"Every effort of organizers to invade the city was frustrated. It was tacitly but generally understood without the formality of written notice that the employee who dared sign the application blank of a union organizer would forthwith lose his position with the Pennsylvania Railroad. This implied threat was actually carried out, although in the guise of indefinite furlough or some such other sinister cause."

Land for Soldiers on Return from France.

"We can have a job at good pay for every soldier who returns from France if Congress will give us the financial support needed," said Secretary of the Interior Lane, who is taking advantage of every opportunity to press home the need for utilizing the millions of acres of waste land in this country.

The preparation of a program looking to providing farms for these soldiers has been assigned to A. P. Davis, director and chief engineer of the United States Reclamation Service.

"This plan," said Mr. Lane, "has received the indorsement of so large a percentage of Congress and the press of the country that it appears to be a probable program; it certainly is a practicable one. We have but $200,000 now for preliminary surveys and reports, but this will be increased undoubtedly by the incoming Congress. There is enough waste and undeveloped land in this country to give every soldier a farm, but of course no such program is contemplated, because all would not want farms."

Safety First and Bible.

Will J. French, of the San Francisco Typographical Union, quotes the Bible to support the "safety first" movement of the California Industrial Accident Commission, of which he is a member.

In a recent address to medical men, he said:

"The earliest reference to 'safety first' I have been able to find is in chapter 22, verse 8, of Deuteronomy, the fifth book of Moses, where these words appear: 'When thou buildest a new house, then thou shalt make a battlement for thy roof, that thou bring not blood upon thine house, if any man falls from thence.'

"The foundation of English common law is taken from the five books of Moses, from Genesis to Deuteronomy, and we can there read much that represents the highest ideals of present-day civilization. If they used emery wheels in those days, I think we would be able to read a verse following the one quoted about like this: 'When thou grindest tools on the emery wheel, thou shalt use a hood over the wheel and goggles over thine eyes, that thou bring not blindness upon thine house because of dust entering the windows of thy soul.'"

Insurance Man Alarmed.

M. J. Cleary, president of the National Association of Insurance Commissioners, is alarmed at the Government's industrial policy. Taking over railroads, means of communication, etc., may be all right in wartime, but even then, argues Mr. Cleary, "it is not wise to drift into untried theories at a time when the mind and thought of the people are overburdened with war."

The prospects are most serious to the insurance man, who fears our country will jump over the restraining boundaries of the American Constitution and fall into dangers, which, he says, have menaced and wrecked government by the people in the ages gone by.

Unfortunately Mr. Cleary does not give a list of former nations that accepted the theory of "government by the people."

PROTECTION FOR ENLISTED MEN.

(Continued from Page 7.)

and for its conversion under the provisions of the Act, without medical examination, not later than five years after the close of the war. In addition to its other advantages, therefore, this insurance, backed by all the resources of the United States Government, enables the fighting man to insure his insurability, regardless of his physical condition after the war.

Spirit and Purpose of Government Protection.

These three forms of Government aid—allotments and allowances, compensation, for death or disability, and United States Government insurance—are grouped together under the War-Risk Insurance Act, and administered, under the direction of the Secretary of the Treasury, by the Bureau of War-Risk Insurance.

This is the greatest measure of protection ever offered to its fighting forces by any nation in the history of the world. It is not charity; it is in the essence of justice to the gallant men who have gone to the colors, and to their loved ones at home. It strengthens America's fighting forces as they go forth to battle; it safeguards the families left behind; and by its broad and generous provisions it takes from war its chief terror—fear for the future.

Soldiers' and Sailors' Civil Relief Act.

In addition to administering the War-Risk Insurance Act, the Bureau of War-Risk Insurance is authorized to act for men in the active military service, under the provision of the Soldiers' and Sailors' Civil Relief Act, approved March 8, 1918, in the matter of the lapsing or forfeiture of certain specified life insurance contracts, either in life insurance companies or fraternal orders or organizations.

If the Government guarantees to the insurance company or organization the payment of premiums, the policy will remain in force, and the man in service will have one year after the end of military service in which to pay any defaulted premiums, before the policy or membership lapses.

The benefits of the Soldiers' and Sailors' Civil Relief Act are available only upon application. The act applies only to persons in the service from March 8, 1918 (the date of the approval of the act), and to persons entering active service after that date, from such date of entry.

The insurance under the Soldiers' and Sailors' Civil Relief Act does not apply to Government insurance issued by the Bureau of War Risk Insurance.

STEADY WORK ESSENTIAL.

F. T. Hawley, Director of the Industrial Plants Division, is sending the following letter to all central labor bodies and unions whose members are engaged on Government contracts:

"Would you call to the attention of your members, and particularly those engaged on Government work, the absolute necessity of being constantly on the job?

"I ask you to impress them with the urgency of working the established full working week and the full working day of their various trades.

"Every minute's time of every man is precious.

"The working people of our nation are confronted with the grave responsibility of reinforcing the boys at the front.

"We must keep our soldiers supplied with guns, ammunition, food and clothing.

"And we must build the ships and keep them moving to transport the troops and the needs of our allies.

"The world looks to the people of the United States for victory over an unscrupulous enemy, over a dying order.

"We have conquered every other obstacle that has thus far barred our way, and we shall continue to thrust the barriers aside.

"All America is determined.

"Every man and woman should be on the job on time, and stick to it with a tenacious will.

"We must win the war by keeping that aim constantly in mind.

"We are working for the triumph of democracy over autocracy.

"We are working for the United States Government and all the noble ideals for which it stands.

"We are working to save the lives of our gallant boys in the service by keeping them supplied with a tremendous surplus of the necessaries of war.

"This is the important obligation that rests upon the working people and history shall not say it has not been fulfilled."

MEASURING RIVERS.

The quantity of water that ordinarily flows in a stream and the quantities that flow at times of flood and at times of low water are of vital importance to the engineer who may want to utilize the water for power or for irrigation or who desires to study the value of the stream for navigation, as well as to the man who owns land along the steam and who wants to sell his water-power rights. For this reason the Government, in 1888, began to measure the flow of streams in the United States, and since 1895 the bills passed by Congress appropriating money for the work of the Geological Survey have carried an item for "gaging streams."

The results of this stream-gaging work in the drainage basins of the country are issued yearly in water-supply papers published by the United States Geological Survey, Department of the Interior. From these papers the engineer may ascertain not only the volume of the stream and its fluctuations during the year and from year to year, but also its mean and surface velocities, its mean depth, and the water power which may be developed on it.

The results of stream gaging for the year 1916 in the lower Mississippi River basin, including tributaries of Arkansas and Red Rivers, are given in Water-Supply Paper 437, just issued by the United States Geological Survey, Department of the Interior. A similar report on the St. Lawrence River basin has been issue as Water-Supply Paper 434, and a report for 1915 on the Missouri River basin, including the Marias, Milk, Yellowstone, Platte, and Kansas Rivers and their tributaries, as Water-Supply Paper 406.

These reports include descriptions of the stations at which the measurements were made and tables giving the daily and monthly discharge of the streams. An appendix contains lists showing the gaging stations maintained in the area covered and the publications relating to their water resources.

Water-Supply Papers 406, 434, and 437 may be obtained on application to the Director, United States Geological Survey, Washington, D. C.

WHAT IS A DERELICT?

The question, "When is a derelict not a derelict?" as settled by the House of Lords, has not given universal satisfaction, says Syren & Shipping. Certainly the judgment is not one which can be expected to fit every case, and the varying problems involved in each set of circumstances will ever present new points of interest to the legal mind. In the case under discussion the ship in question was the "Jupiter." Timber-laden and on a voyage from Archangel to Hull, she was attacked off the Firth of Forth by a German submarine. The crew were ordered—i. e., compelled—to leave the ship. The Germans boarded her and placed a bomb or bombs on board, and the master of the "Jupiter" averred that he heard an explosion which led him to believe that his ship had been blown up. The crew were subsequently picked up by a trawler and taken to Aberdeen, and the master wired to the owners that the ship had been sunk, and they in their turn informed the charterers, H. Newsum, Sons & Co.

What really happened was that the vessel floated on her cargo and was picked up by a patrol flotilla. She was brought into Newhaven, near Leith, and placed in the hands of the Receiver of Wrecks. The lower courts decided that the contract of affreightment was at an end, and that as the cargo owners had exercised the right to take possession, they were entitled to delivery at Leith without payment of freight. By four to one, however, the House of Lords decided in favor of the owners, and gave judgment in their favor for £14,050.

The Lord Chancellor said that the physical act of leaving the vessel was only one feature in such a case. Another and essential feature, in order to make the vessel derelict, was the state of mind of the captain and crew when they left. That question was decisive, and the facts seemed to him to show clearly that the abandonment of the ship was not, in the circumstances, such as to make the vessel a derelict.

The need of the moment is not so much for the formation of new unions as for new members in those unions already formed.

As a preventive of strikes nothing has yet been discovered which exceeds in potency the union label.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Nearly 100 colored railroad helpers and laborers employed on the Southern Pacific at Algiers, La., have organized and affiliated with the American Federation of Labor.

Nearly 200 New Orleans drug clerks have signed the charter roll of the first Drug Clerks' Union. These workers are determined to reduce their long work day and secure a living wage. They have affiliated with the Clerks' International Protective Associaton.

Reports received from the United States Employment Service show that women have engaged in railroad tank painting, hardware-industry processes, garage management, and ranch work, as well as many other industries untried by them before the war. Processes in hardware industries include the work of screw-machine hands, spot welders, gas welders, dip braziers, and drill press and bench work. Among other new occupations to which they have been called are: Baggage porters, ushers, aircraft assemblers, telegraph operators, photographers, and bond salesmen.

Organized street car men have won their strike against the Middlesex & Boston Street Railway. An arbitrator says that "the company is running at a loss, but that the wages of the men must be fixed, notwithstanding that fact, because there is no question in my mind, and none were raised before me, of the increased cost of living." New rates for motormen and conductors are 35 cents an hour for the first year, 37 cents for the second year, 39 cents for the third year, 41 cents for the fourth year and 42 cents for the fifth year. Other employes are advanced and the award is retroactive dating back to July 1.

The second annual convention of the National Federation of Federal Employes, recently held at Chicago, was an enthusiastic event. Old officers were re-elected and a big program for the ensuing year was adopted. Old age, health and unemployed insurance were favored, as was minimum wage legislation. The employment of child labor was condemned, and taxes on incomes, inheritance and excess profits were favored. The convention gave hearty indorsement to Secretary of the Interior Lane's plan to reclaim land for soldiers' homesteads, and urged that this proposal be aided by a heavy tax on unused land, which would force it on the market.

The "Painter and Decorator" congratulates scenic artists in New York theaters who organized and in one month raised wages to a $42 weekly minimum and secured agreements with theatrical managers. "These visible, material and substantial benefits," says Editor Skemp, "more than compensate the scenic artists for the loss of dignity they feared might follow their becoming a part of the trade-union movement and being associated with men who are not ashamed to fresco a barn roof or to camouflage a tight board fence, provided they receive the union scale and are not asked to work more than union hours. We congratulate the scenic artists. They are now in a position to present to the management of the house or studio convincing arguments in support of their demands for a proper recognition of their skill and labor."

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Breien, Hans	Lill, Karl
Blecha, Alf	Larson, Gust.
Bergh, Borge	Lyngnes, Chris
Clay, Henry	Louis, Jose M.
Collins, Ed.	Miller, John
Eklund, Swen	Mourice, Francis
Ellingson, Billy	Monson, Chas. C.
Folvig, Ludvig	Nordling, Frank
Fosberg, Leonard	Nurmi, Taini
Flotman, G.	Norstrom, Hans
Frost, Peter	Nelson, D. -1099
Gundersen, Fred	Olsen, Ole W.
Grassen, Joe	Olsen, Andrew
Galleberg, Martin	Pederson, Carl
Gunerud, Thorvald	Pitkin, V.
Goffie, Le Wm.	Peterson, K. E. -903
Holmstrom, Fritz	Pederson, John
Holmstrom, Hjalmar	Peterson, Hugo
Hansen, Adolph	Paterson, C. V.
Hakanson, Axel	Pelz, Fritz
Hoek, A.	Petrow, Fred
Kakanson, Axel	Petersen, Aage W.
Hammarquist, Gust	Quinn, Wm.
Hausman, Charles	Raaum, Harry
Hoel, Jack	Rytko, Otto
Halvorsen, Harry	Rasmussen, J. A.
Hanson, Aug. -1134	Shlieman, F.
Irmy, Fred	Stringer, E.
Johnson, Ole	Seppel, P.
Johnson, Chas. A. -2044	Solvin, O. E.
	Steen, Ivar
Jonassen, Johannes	Suni, A.
Jacobsen, Telegram	Salo, Oscar
Johansen, Fred	Terkki, Arthur
Johansson, A. -1874	Thornlund, John N.
Johansen, C.	Williams, Edward A.
Jensen, Just. H.	Warkala, John
Koff, Michael	Yeoman, W. E.
Kruger, G.	Zunderer, Theo

IMPORTANT MAIL QUESTIONNAIRES.

Anderson, Jack John	Lonnquist, John Victor
Clifford, Arthur R.	
Danful, Albert	Nilson, Nils Edward
Haggeros, Samuel	Sandstrom, Oscar H.
Kainin, Edward	Vestergaard, Thomas

QUESTIONNAIRES.

Members whose questionnaires are advertised in this column should, in order to comply with the military regulations, immediately notify S. A. Silver, Sailors' Union, 59 Clay Street, San Francisco, to forward same to the port of their destination.

Aalta, Albert	Kallasman, Edward J.
Aalta, Henry E.	
Abrahamson, A. W.	Larson, Fingal
Anderson, Sven	Loine, Frank L.
Anker, Lars	Lorenzo, Bruno
Axelsen, J. H.	Ludwig, Nils H.
Baardsen, Hans M.	Lundstrom, E. W.
Behne, William A.	Luse, John
Bergstrom, John E.	Makla, Anden
Bowma, Jan	Mathiesen, Axel
Burg, John	Mortenson, Adolf
Byglin, O. O.	Nielson, Hans
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Carlson, Einar G.	Olsen, Nicolai
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Christensen, Louis	Olsen, Ragnar
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Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

Olof Nilsson, born in Hufvulsvik, Jamtland, Sweden, year 1880, height 5 ft. 8 in., brown eyes, dark brown hair; last heard from in 1909, on board S. S. "Kurrachee," Karrachi, India. Anyone knowing his whereabouts please notify his sister, Mrs. Nels Olson, 1033½ W. First St., Duluth, Minn. 8-21-18-Adv.

The men hereinafter named are requested to call personally or communicate with J. T. Smith, 112 Market St., San Francisco, Cal. Chas. Fraser, W. Holmes, Otto Kanka, Karl Olsen, William B. Pierce, Thomas Wolstenholme. 10-2-18-Adv.

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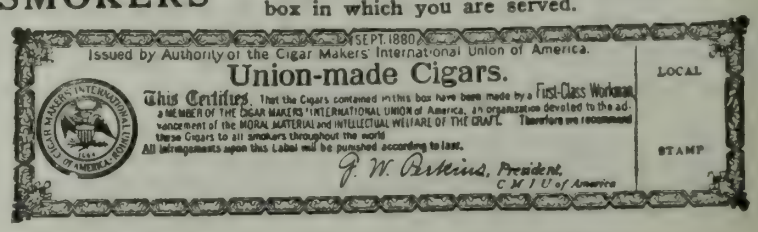

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Home News

Prince Axel of Denmark, commander of the Danish navy and head of a mission invited to this country to study the American naval organization, was received by President Wilson. The Prince went to the White House with Secretary Lansing.

Clear profits of $3,762,491 for the year ended June 30 is reported by the General Petroleum Corporation and the General Pipe Line Company of California. These profits are an increase of $2,343,667 over the previous year. Before announcing this year's profits most substantial sums were set aside for depreciation and exhaustion of oil lands.

An Army of 4,800,000 by next July, after all deductions have been made for casualties and rejections, is what the enlarged American military program calls for. General March explained this to the House Appropriations Committee in discussing the new $7,000,000,000 Army estimates. There are now about 3,200,000 men under arms, General March said, and the plan is to call 2,700,000 of the new draft registrants to the colors between now and July.

Steps to mobilize negro workers for agricultural and war munitions work are being taken by Dr. George E. Haynes, director of negro economies for the Department of Labor. Conferences with representative negroes in a number of States is resulting in the creation of State advisory committees. In addition to these committees, Federal supervisors of negro economies have been named for Ohio, Virginia, Illinois, Mississippi, Georgia and Florida.

The War Industries Board has notified the Board of Education of New York City that only where there is the utmost need shall a new school be built while the war emergency continues. The War Industries Board will not give the educators priority for steel and other material because every ounce of energy and material is needed in the war. The board also points out that Secretary of the Treasury McAdoo has ruled that new public buildings are not necessary while the war lasts.

Anthracite coal production during the week ended August 31 totaled 1,806,121 gross tons, the record for any week in 1918. The increase over the preceding week amounted to 100,000 tons, and over the corresponding week of 1917 214,369 tons. These figures do not include coal used at the mines or sold for local delivery. Of the total output, 1,202,812 tons was of prepared and pea sizes, and 603,309 of steam sizes. The average daily output totaled 301,019 tons, this being the first week this year which the daily average went above the 300,000-ton mark.

Wages of railroad employees cannot be garnished as this process would attach money under Federal control, rules Director General of Railroads McAdoo, who orders that hereafter "no moneys or other property under Federal control or derived from the operation of carriers while under Federal control shall be subject to garnishment, attachment or like process in the hands of such carriers, or any of them, or in the hands of any employee or officer of the United States Railroad Administration." The Director General also says that "if any rules or regulations become necessary to require employees to provide for their just debts, the same will be issued hereafter."

Domestic and Naval

The Bureau of Yards and Docks, Navy Department, is asking bids on additions to the machine shops and foundry at the Boston Navy Yard, to cost $900,000.

Danish and American shipping agreement, which has been the subject of negotiations between the War Trade Board and the special Danish mission in Washington, has been completed and signed. Similar agreements have been made with all European neutrals, except Holland.

Contracts let for white pine August 28, by the Navy Department totaled approximately $800,000. Nine firms shared the awards, the Wyatt Prock Co. of Philadelphia, leading with eleven contracts, amounting to about $650,000. The majority of the lumber is to be delivered at Boston, but New York, South Brooklyn, Washington, Philadelphia and Norfolk are also included in the list.

Purchase by the Railroad Administration of nine barges, two towboats and warehouse facilities at East St. Louis belonging to the Kansas City, Mo., River Navigation Co., and operation of the barges and boats on the lower Mississippi, has been approved by Director-General McAdoo. This transaction was authorized in order to provide further equipment for the transportation line operated by the Railroad Administration from St. Louis to New Orleans on the Mississippi River.

So many tugboats were taken from the Great Lakes last year for service on the Atlantic coast of the United States that it appears there is a shortage of this craft on the Lakes, and shipping operators there are now purchasing tugs along the New England coast to help out the situation. The latest sale reported is that of tug "John Chester Morrison," of Rockland, Me., and she is to be taken around by Capt. George Webster, who will call at Halifax for a pilot to the River St. Lawrence.

By a decree just issued, neutral vessels operating under safe conduct issued by an enemy country will not be recognized by the Allies, and both vessel and its cargo are liable to seizure. The decree stipulates that any neutral vessel which places itself under enemy control by receiving an enemy safe conduct, which is not recognized by the Allies and is in opposition to the exercise of their belligerent rights, will be considered, unless proof to the contrary is furnished, that it is navigating in enemy interests and therefore be subject to capture and confiscation, together with the merchandise or enemy property constituting the cargo.

Alleging that the British steamship "Glenorchy" was severely damaged and her gun platform smashed by being run down by the steamship "Paul H. Harwood," Captain D. G. Durrant, commander of the "Glenorchy," has filed libel proceedings with Clerk Kelsey of the Norfolk Bureau of the United States Court, asking for alleged damages amounting to $20,000. In the petition Captain Durrant recites that his ship was securely anchored in Hampton Roads, a mile from Old Point, August 27, when the "Harwood," in endeavoring to pass her, swung in too close to the "Glenorchy," smashing her starboard bulwarks and wrecking the gun platform on deck. Captain Durrant alleges that the "Glenorchy" was damaged $10,000 and that delays in being repaired will bring the total damages to $20,000.

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Hill -1387
Hill, — -2030
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Swenson, Rubin
Swinbauer, C.
Taival, Alfred
Talbert, Frank
Tanman, Robert
Theorin, John E.
Thomas, Nelson
Thom, Edmund
Thomsen, Vilhelm
Thor, Lauri
Thorngren, Chas. G.
Tillman, Andrew
Tilt, Clifford
Tomsen, Waldemar
Tomson, Charley
Toutt, Walter
Triho, George
Trimmer, David
Uhlen, Jack
Van der Ocrt, W.
Van Graff, Jan
Verhof, H.
Wachter, John
Wagner, Ralph W.
Wake, John
Wall, Alfred
Wallenstrand, Harry
Wamser, A.
Wank, Roman A.
Ward, Joe
Weisson, Emil
Werner, Chas.
Wesgard, Jens
West, I.
York, A. J.
Westvik, I.
Wichman, Daniel
Wihavainen, Geo.
Wilkinson, George
Williams, John
Williams, T. C.
Wilson, Williams
Winkler, Otto
Wischcar, Ernest
Woodley, Clifford R.
Wurst, Walter
Zeritt, John
Zetergren, E.

PACKAGES.

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Crawford, L. F.
Ekwall, Gust A.
Fagerberg, Ivan
Frazer, Alex V.
Halvorsen, Elmer
Irmey, Fred
Johnson, Carl
Johnson, Ivar
Jurgenson, Julius
Kerr, H. J.
Malmquist, E. J.
Mortensen, J C
Mourice, Francis
Nelson, A. -1092
Olson, Knut
Osterholm, John W.
Paal, K.
Roach, Alfred
Smith, John T.
Sparling, T.
Wesgaard, Jens

REGISTRATION CARDS.

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Andersen, Ole
Anderson, Jack J.
Anderson, Lenus H.
Andreasen, Harry
Andree, Axel E.
Blair, Bernard
Dahlberg, Oscar
Dewlin, Charles J.
Dougherty, Jack
Grussman, Alec G.
Hagburg, Gust.
Halvorsen, Olaf
Highland, Daniel
Hinsen, Andrew L.
Hoppenbrouner, Arebus F.
Isakson, C. W.
Koski, Juho
Larson, John W.
Lauritsen, Ole
Leaf, Frank
Mattesen, Hans
Mattson, Johan H.
Oad, John
Olsson, Otto
Lund, Carl W.
Pederson, Carl
Nordstrom, Gustaf E.
Pera, Gust
Peterson, Alfred
Peterson, Ernest F.
Ratt, Sven T.
Sandell, John A.
Rogahn, Axel
Sandstrom, Iver
Soderlund, J.
Sprague, Theo. I.
Trigebretsen, T.
Van Roon, Andries
Villa, Ola
Welkman, William

INFORMATION WANTED.

Any member of the crew of "C. S. Holmes" who was present when Gust Fondahn was hurt near Cape Flattery when in tow of "Goliath" on the 3d of January, 1913, will please communicate with Attorney S. T. Hogevoll, 627 Pacific Building, San Francisco, or with F. R. Wall, Merchants Exchange Building.

9-11-18-Adv.

Will Jack Ludwig and Gus Soukka, who were on the "Hecla" when John McManus was killed in Alaska, in 1915, please call on or communicate with F. R. Wall, 324 Merchants' Exchange Building? Telephone, Sutter 5807. 7-17-18

Anyone knowing the whereabouts of Thos. W. Watler, last heard from at New York, about Nov., 1917, please notify agent, Sailors' Union, Port Arthur, Tex.

Gustav Barrot, late of the U. S. C. G. S. S. "McCulloch," will please call on F. R. Wall, 324 Merchants Exchange Bldg., in regard to his claim for loss of personal effects.

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INFORMATION WANTED.

Members of the crew of the S. S. "Princeton," please take notice that your case will be reached for trial before Hon. Julius M. Mayer, at the United States Post Office Building, in the Borough of Manhattan, City of New York, on the 7th day of October, 1918. Negotiations looking to settlement have not been concluded and we expect to try the case. Witnesses or any members of the crew who expect to be in this vicinity please telegraph me so that I may count on you. This irrespective of whether or not your testimony has been taken before. Silas B. Axtell, One Broadway, New York City, Attorney for the Crew. 10-2-18

When making purchases from our advertisers, always mention The Seamen's Journal.

News from Abroad

Maximilian Harden, in the Zukunft, contrasts the aristocratic German spirit with the democratic American spirit, and says that America is a storehouse of idealism such as was never known before.

Although the British shipping losses were lower there was a slight increase in the total allied and neutral shipping losses, due to enemy action and marine risk in August over July, according to a statement by the admiralty just issued. The total losses for August are 327,676 gross tons, an increase of 3904; divided as follows: Allied and neutral losses, 151,275, an increase of 10,027; British losses, 176,401, a decrease of 6123.

A firm in Barcelona, Spain, Construcciones & Pavimentos, has for some time been building small concrete vessels and expanding its yards in order to enable the construction of large, ocean-going reinforced concrete ships. On August 24 the following cablegram was received by the Portland Cement Association, Chicago, from the firm mentioned: "First Spanish reinforced concrete sea-going ship built by us arrived successfully Barcelona harbor. Best greetings, American friends." As this Spanish firm was preparing last spring to build 6,000 ton concrete ships, it is likely that this message refers to the successful trial trip of the first of these large, reinforced concrete vessels completed.

A Buenos Aires dispatch says that President Irigoyen had sent to Congress a bill designed to encourage shipbuilding. Under its provisions the government would lend assistance for the establishment of shipyards and especially authorize long concessions in order to encourage the investment of private capital. The President's message, which was approved by the Cabinet, says that the difficult maritime situation as a result of the war found Argentina unprepared to alleviate with her own shipping the damage to international commerce caused by lack of ships, and that this unpreparedness was due largely to lack of encouraging legislation for shipbuilding. The bill provides rewards for the rapid completion of shipyards.

The past week brought victories everywhere and of every variety, naval, military, aerial, diplomatic and political. At sea we were sinking submarines and Bolshevik battleships; on land the enemy was retreating or suffering disastrous defeat on every front; in the air American and allied aviators were working havoc among enemy flyers and dropping destruction upon German towns; the diplomats of the Central Powers lost their heads in furious ravings over the effects of American participation, and political turmoil ruled from Berlin to Sofia and Constantinople, and from Vienna to the seat of the Bolshevik Government—wherever that might be. The mastery of Foch was seen in an unexpected attack by American troops in the long inactive Champagne region. Instead of moving on Metz, a point of German concentration the Americans struck to the west of Verdun and carried all objectives as well as capturing many thousands of prisoners and much valuable war material. Further again to the west and nearer to Rheims the French went surging over the top, gaining ground and bagging many prisoners.

With the Wits

Artist—Sir, I will make you a speaking likeness of your wife.

Patron—It wouldn't be a likeness if you didn't.—Baltimore American.

Canvasser—What party, Mrs. O'Grady, does your husband belong to?

Mrs. O'Grady—I'm the party. What about it?—New York Globe.

"What do you suppose will be the end of the woman question?"

"There won't be any end. They'll always be asking them."—Baltimore American.

Captainess—And what, Mme. Majoress, shall I seize when we attack the city?

Majoress—Anything of millinery value.—Town Topics.

Post—There's a mistake somewhere.

Parker—How so?

Post—Only 364 charities have asked me for one day's income.—Town Topics.

Mrs. Dick—I wonder how soldiers in the trenches manage to get their clothes dry when they wash them.

Mrs. Stick (cheerfully)—I suppose they hang them on their firing-line.—Town Topics.

A Perfect Evening Spoiled.—"Isn't it glorious here?" she exclaimed when the waiter had taken their orders.

"Do you think so?" he replied.

"It's perfectly lovely. Everything is in such beautiful harmony—the fountain, the trees, the swaying lanterns, the music—everything is ideal. It's like Fairyland."

"I'm glad you like it."

"I'm simply enchanted. Doesn't it make you feel as if you had stepped out of the every-day world into something strange and new?"

"Not a bit."

"What's the matter? You don't seem to be enjoying yourself."

"My boss is sitting at the third table over there to your left, and I can tell by his look that he's wondering how I can afford to blow myself at a place like this."—Dayton News.

Joint Accounts

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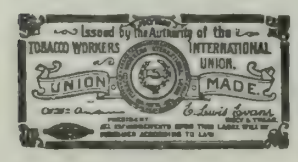

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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 5. SAN FRANCISCO, WEDNESDAY, OCTOBER 9, 1918. Whole No. 2507.

PRESIDENT'S MESSAGE TO SEAMEN.

American Seamen, Active and Retired, Called To Help Win The War.

To All Those on Land or Sea Who Have Followed a Seafaring Life:

The men who go down to the sea in ships have become an important factor in our national life. Their services are extremely essential in handling the ships to carry our soldiers in safety to Europe, in transporting the munitions and food supplies for their maintenance and the material for the sustenance of the armies and peoples of the countries with which we are associated.

Safety in handling transports and merchant vessels requires not only a knowledge of navigation and the details of management, maintenance and control, but also that long experience with the various conditions at sea which gives confidence, quick judgment and steady action in an emergency. There are many men with this kind of experience employed on our merchant marine and many others who have left the sea and are now following other occupations. The vigorous prosecution of the war has impelled us to build vessels in larger numbers than ever before. We are launching a continuously increasing tonnage. These vessels will need skilled seamen to man them. No more honorable or serviceable task can come to any of our people than that of manning our merchant marine. With an increasing tonnage being put into service we must know where skilled men can be obtained to furnish at least the basis of the crews that are to man them. With such information available there will be no doubt about the efficient manning of our vessels for the entire period of the war.

The history of American seamanship is a glowing record of patriotism, courage and achievement unsurpassed by any people anywhere. I therefore confidently call upon all seamen and all men engaged in other occupations who have heretofore been seamen to give, in connection with the questionnaires they submit to the local draft boards, full information about their rating and experience at sea to enable the boards to place them in their proper classification and give to the Government a knowledge of where experienced seamen may be secured when their services are required. The kind of skill that makes an efficient seaman can only be obtained at sea. It is the product of experience and must include among other things that subconscious swaying of the body to the motion of the vessel known as "sea legs." There can be no safe, efficient management of vessels that does not include a large proportion of officers and crew having skill and experience. It is indispensable in emergencies such as we must be prepared to meet in times of war.

It is the patriotic duty of young men who join the merchant service to make every effort to learn their work in the shortest possible time and of the skilled men to assist these young men in their efforts. It is the duty of owners and managers of vessels to co-operate in this work and to give to the young men such shipmates and such treatment as will cause them to respect the service and build up within them a desire to make it their lifework. The work of a seaman is so vitally important to the conduct of the war that it has become necessary for the Government to provide deferred classification for them in its efforts to secure a sufficient supply of skilled men for the maintenance of speed and safety. Having in mind the brilliant record of the American merchant marine, the honorable position it occupies in economic affairs, and the important part it plays in winning the war, every seaman should give to the service the best that is in him and should not hesitate to accept deferred classification when the Government has decided that such deferred classification is necessary no matter how eager he may be to join the fighting forces of the Army or the Navy.

WOODROW WILSON.

RAMMING A SUBMARINE.

The King's Bench Division has recently held that ramming a submerged object on the part of a steamer in the belief that such object is a submarine, is an act performed in consequence of hostilities and that the damage sustained therefrom is one which the war risk, and not the marine, underwriters are liable. The question arose through an action brought by the owners of the S. S. "Express," claiming a total loss on the vessel. About 1 a. m. on April 4, 1917, the "Express" was on a voyage from Fécamp to Southampton Water. About 20 miles northwest of Cape Antifer the master, who was on the bridge, saw a semi-submerged object, which he took for a German submarine, about 100 yards away. The master immediately gave orders to ram the object; the ship struck it violently, and damaged itself seriously. Although the vessel was not far from shore and was in the track of other shipping, she was unable to attract assistance, and after keeping afloat for several hours she sank.

On these facts the plaintiffs (Henry MacGregor, Ltd.) submitted that there was clearly a loss by marine perils, and, alternatively, that there was a loss by war risks. They claimed under (a) a Lloyd's policy for £1,835 on hull and machinery, valued at £5,000, such policy covering the usual perils, but containing the f.c. and s. clause, and under (b) two policies subscribed by the North of England Protection and Indemnity Association, for £2,000 on hull, machinery, etc., valued at £5,000, and for £3,000 additional on the aforesaid valuation of £5,000, such policies covering only (1) risks of capture, seizure, or detainment by the King's enemies and the consequence thereof, or any attempt thereat, and all consequences of hostilities or warlike operations by or against the King's enemies, whether before or after the declaration of war, and (2) all risks not covered by section (1) above which were excluded from recovery under the ordinary policies on hull or machinery by reason of the presence in such policies of the free of capture and seizure clause of the Institute clauses then in use, or by other similar, but not more extensive, warranty.

The marine underwriters contended that the loss was excepted by the f.c. and s. clause, and was not due to a peril insured against by the marine underwriters. The war risk underwriters contended that the object rammed was not a submarine at all and therefore the loss was due to marine, and not war risks.

The "Express" was a small boat built in 1869 and carrying only eight hands.

The Court held that without doubt the steamer was ultimately lost by a peril of the sea, but the marine risk underwriters were entitled to show, if they could, that on the facts the risk was excluded by the f.c. and s. clause. It was very difficult to say what the object rammed really was; at that spot one was quite likely to meet with a German submarine, and one was also quite likely to meet with floating wreckage. The evidence left the question in doubt whether the object was a submarine or not. He thought that it did not make any difference to the result. It was clear that the captain, a competent navigator, honestly believed the object to be a submarine and thought it his best course to destroy it before it could destroy him; and to attack it was the most reasonable thing for him to do. His action, though offensive, was the best defensive method, and was clearly a warlike operation or a consequence of hostilities, and his judgment must therefore be against the war risks underwriters, with costs.

The costs of the successful defendants, the marine risks underwriters, must be borne by the plaintiffs and could not be recovered by them from the unsuccessful defendants.

THE PROFIT-SHARING FALLACY.

Profit-sharing is an attempt to throw the workers off the track that leads to victory.

Labor and Capital, it is claimed by those who advocate it, should end their conflict by entering into partnership and sharing profits on a definite basis of division.

If the workers were to accept this seemingly generous proposal, they would find their last case worse than their first.

Speeding up would inevitably result in the effort to augment their share by increasing profits. And there'd be a tendency to connive at high prices, with the same end in view.

The total effect would be most damaging to the interests of the working class. They would produce more, and get less. Their labor would become intensified, while their purchasing power would decline.

The workers would do the speeding up, for Capital as such is incapable of exertion. The workers would pay the high prices, for Capital as such is not a consumer.

Instead of improving their economic condition by profit-sharing, any general adoption of the scheme would lower the status of the workers and confirm their servitude.

There is another aspect of the matter, and a vitally important one. Profit-sharing would destroy Unionism.

The interests of the workers would be split up and divided among unrelated commercial enterprises, many of them in actual competition with one another. No longer would they be bound together for the redress of wrongs suffered in common and the assertion of rights demanded in common.

They would be rivals in business, and all their hopes would center on pushing the particular concern with which they were associated, thus rendering vastly more difficult any united purpose.

Unionism would disappear, and with Unionism the most powerful factor making for the progress of the race.

This is a feature of profit-sharing that will commend it to capitalists, because the progress of the race means the elimination of their class dominance and the establishment of an Industrial Commonwealth in which they would have no function to perform.

But it would be disastrous for the workers, riveting upon them the chains of slavery, and stripping them of their historic mission of carrying on the evolution of society, and, by liberating themselves, setting free mankind.

A big Australian firm recently announced its intention of putting its employes on a profit-sharing footing, its managing director declaring that in this method lay the solution of the industrial problem.

That many other firms will follow suit, especially after the war, when the labor situation will be pregnant with revolutionary possibilities, there can be little doubt.

The workers must be on their guard against this cunning and plausible confidence trick. Nothing is for their good that disperses their interests in a thousand different directions, instead of concentrating them on one desired goal.

The industrial problem will never be solved till Capital ceases to be regarded as an active participant in production, rightly demanding profits, and becomes what it really is, a mere instrument in the hands of Labor, no more entitled to dividends than a pick or a shovel. —The Australian Worker.

BRITAIN'S TIMBER RESOURCES.

Opinions prevalent before the war as to Great Britain's home timber resources have been proved by the experiences of the past year to have been wrong, says the Timber Trades Journal, of London.

In 1911 the Journal estimated that if the supplies of pitwood from overseas were cut off the coal mines of the United Kingdom would after a brief period shut down and the manufactories would cease working. The Journal now says:

"We are glad to find after this country has been at war for nearly four years that this statement was far from correct. Last year (1917) 995,000 loads of mining timber were imported, as compared with the corresponding importation of 2,477,000 loads for the year 1914; and this considerable saving in tonnage has been met by no less a quantity than just under two million tons being produced during 1917 from British forests. We hear on good authority that as the result of a recent careful survey of standing timber in the United Kingdom, provided the necessary labor and transport can be found, there is no need for anxiety for many years ahead in regard to the ability to supply the necessary pitwood to our mines. As regards sawn wood, it is estimated that we are now producing today in these islands, from all sources, at the rate of between 400,000 and 500,000 standards per annum, which speaks very well for the energy displayed by those merchants who have turned their efforts in this time of stress to the exploitation of home-grown woods. It is consoling, also, to know that concurrently with this rate of production, there are good reserves of soft woods, while as regards hard woods, in the shape of oak, elm, beech and chestnut, there is an enormous quantity available. One thing the adversities of war have brought out is that the qualities of our British home-grown timber are equal to those of a large portion of the imported wood."

WHAT IS EDUCATION?

A man is educated only in so far as he is able to relate his knowledge and acquirements to the business of human living here and now.

Learning is not education. A man may possess a vast amount of learning and yet be a fool. Here information is not education. To know how to make the right use of information is the only education. The encyclopedia is packed with all the scientific and literary facts of the world, but it cannot use one of them.

There is a great deal more learning than education in the world. Our schools and colleges are for the most part well called, "Institutions of Learning." That they are, but of education, I am sorry to say—not.

To yoke up learning with life must be the great educational work of the future.—Bruce Calvert, in The Open Road.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

War Munition Plant Seized by President.

The President has commandeered the war munitions plant of the Smith & Wesson Company, Springfield, Mass., because it has "refused to accept the mediation of the National War Labor Board and has flaunted its rules of decision approved by Presidential proclamation."

It is announced that Captain Walter A. Foster of the War Department has been placed in charge of the plant. Details of administration will be carried on by officers of the company. By seizing the plant the National War Labor Board's award will be placed in effect.

The most objectionable part of this award was the abrogation of private contracts with employes, thereby permitting the employes to act collectively. Rather than accept the award the company asked the Government to take over the plant. In its letter to the War Department the company indulged in no "open shop" camouflage to conceal its anti-unionism. It declared that it conducted a non-union shop and before it employed workers they had to agree that they would not join a union while so employed. The National War Labor Board set these contracts aside during the period of the war, although the United States Supreme Court, last December, had legalized this contract in injunction proceedings against the Mine Workers' and Flint Glass Workers' unions.

The following statement by the company indicates how important the court's decision was to anti-union employers until the National War Labor Board threw it in the scrap heap with other before-the-war antiquities:

"In the matter of grievances it (the company) has dealt only with individuals and has not recognized shop committees."

German Government Apart from People.

One of the most popular of the educational pamphlets issued by the Committee on Public Information is entitled "The Government of Germany," by Charles D. Hazen, professor of European history, Columbia University, New York City.

"The German Empire," he says, "is a confederation, founded in 1871, and founded by the princes, not by the people, and consists of twenty-five states and one imperial territory, Alsace-Lorraine. The king of Prussia is ipso facto German emperor. The legislative power rests with two bodies, the Bundesrat, or Federal Council, and the Reichstag. The emperor declares war with the consent of the Bundesrat, the assent of the Reichstag not being required. Not even the Bundesrat need be consulted if the war is defensive, and as the Hohenzollerns have always claimed to make defensive warfare, it is not surprising that even the unrepresentative Bundesrat was officially informed about the present war three days after the emperor declared it.

"The Bundesrat, of which we in America hear very little, is the most powerful body in the empire, far more powerful than the Reichstag, of which we hear a great deal. It possesses legislative, executive and judicial functions, and is a kind of diplomatic assembly. It represents the states, that is, the rulers of the twenty-five states of which the empire consists. It is composed of delegates appointed by the rulers. Unlike the Senate of the United States, the states of Germany are not represented equally in the Bundesrat, but most unequally. There are sixty-one members. Of these Prussia has seventeen, and the three votes allotted to Alsace-Lorraine since 1891 are 'instructed' by the emperor. Thus Prussia has 20. Bavaria has 6, Saxony and Wurttemberg 4 each, others 3 or 2, and seventeen of the states have only one apiece. The members are really diplomats, representing the numerous monarchs of Germany.

"The princes of Germany have an absolute veto upon the only popular element in the Government, the Reichstag. Representing the princes of Germany, the Bundesrat is a thoroughly monarchial institution, a bulwark of the monarchial order. The proceedings of this princely assembly are secret, which is one reason why we know and hear less about it than we do about the Reichstag."

Will Reclaim Cripples.

Thousands of workers permanently disabled in accidents are to be reclaimed and trained for some useful occupation, according to plans being perfected by the Pennsylvania Workmen's Compensation Board.

The plan was started at the hearing of more than a score of "commutation" cases before the board in Philadelphia. In these cases, workers who have lost arms, legs or eyes will ask for lump sums of compensation instead of weekly payments. The board placed before these workers the plan to pay the full amounts, provided artificial limbs and necessary medical treatment are immediately obtaned and the worker agrees to go through vocational training at some institution designated by the board.

Plans for the project have been drawn by Harry Mackey, chairman of the Workmen's Compensation Board, and the next Legislature is to be asked to provide rehabilitation institutions for training these workers.

At least 2500 workmen have been permanently disabled since January, 1916, when the Pennsylvania Compensation Act went into effect, and hundreds of thousands of dollars are being paid them monthly.

In calling attention to the rehabilitating of disabled soldiers who have returned to this country, Mr. Mackey said that the army of injured workmen at home is just as important to help.

Gains by Broom Makers.

In a letter to American Federation of Labor Secretary Frank Morrison, William R. Boyer, Secretary-Treasurer of the International Broom and Whisk Makers' Union, reports a very large increase in membership the past three months and that "our members everywhere are securing new wage agreements with splendid advances in wages." Last December, when

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The farm-labor situation is said to have become serious in England, and introduction of labor-saving machinery has resulted on a much wider basis than has ever before been attempted. By making full use of the farm machinery, and utilizing every agricultural worker available, the farmers have, on the whole, been fairly successful in harvesting their 1918 crops.

At the end of 1916 there were at work in the United Kingdom 1,488 industrial, co-operative, distributive and productive societies with an aggregate membership of 3,563,769, a total share, loan and reserve capital of £77,937,736; a total trade (distributive and productive) of £237,525,135, and a total profit—before deduction of interest on share capital—of £18,958,388. Excepting for a decrease of ten in the number of societies—due mainly to amalgamations—these figures show a remarkable growth as compared with 1915, there being an increase in membership of 257,450, or 7.8 per cent.; in capital of £7,611,259, or 10.8 per cent.; in trade of £39,290,948, or 19.8 per cent.; and in profit of £1,990,439, or 11.7 per cent. The total number of persons directly employed by the societies was 154,622, and the total wages paid during the year amounted to £10,391,245, compared with 149,852 employees and £9,607,434 in wages in 1915.

The first number of The Month's Work, a magazine issued by the British Ministry of Labor, has just made its appearance. In a "Foreword" the Minister of Labor expresses the hope that the magazine will "serve as a link between all those, without distinctive rank or grade, who are called upon to deal with industrial problems." Reference is made to some of the principal activities of the Ministry and, as regards the Local Advisory Committees in connection with the Employment Exchanges, the Minister observes that "a ready means of inter-communication between the committees, engaged as they are in supervising the application, under conditions which vary greatly in detail, of principles which are fundamentally the same, is urgently demanded. In this way it is hoped that The Month's Work will play an effective part, stimulating that interest and imagination in dealing with industrial questions, which may be anticipated as the special outcome of the work of the committees."

The report of a parliamentary committee appointed to investigate conditions surrounding child labor in Austria discovered a most deplorable condition, according to the Arbeiter Zeitung of Vienna. More than one-third of all school children are engaged in some kind of work. In some districts all the children of school age are working. Out of every 100 school children between 6 and 8 years, 18 are at work; between 9 and 10, 35; between 11 and 12, 50; and between 13 and 14, 52. Two-fifths of these children have been working from the time they were 5 or 6 years old. Out of every 100 children, 95 worked during the school year as well as during holiday periods. Much of the child labor is performed at home with parents and nearly three-fourths of all the children are employed 52 weeks in the year. About one-fourth are engaged in night work. So serious is the situation that new legislation which will prevent the employment of children under 12 years of age, except on farms and in household tasks, is now being considered.

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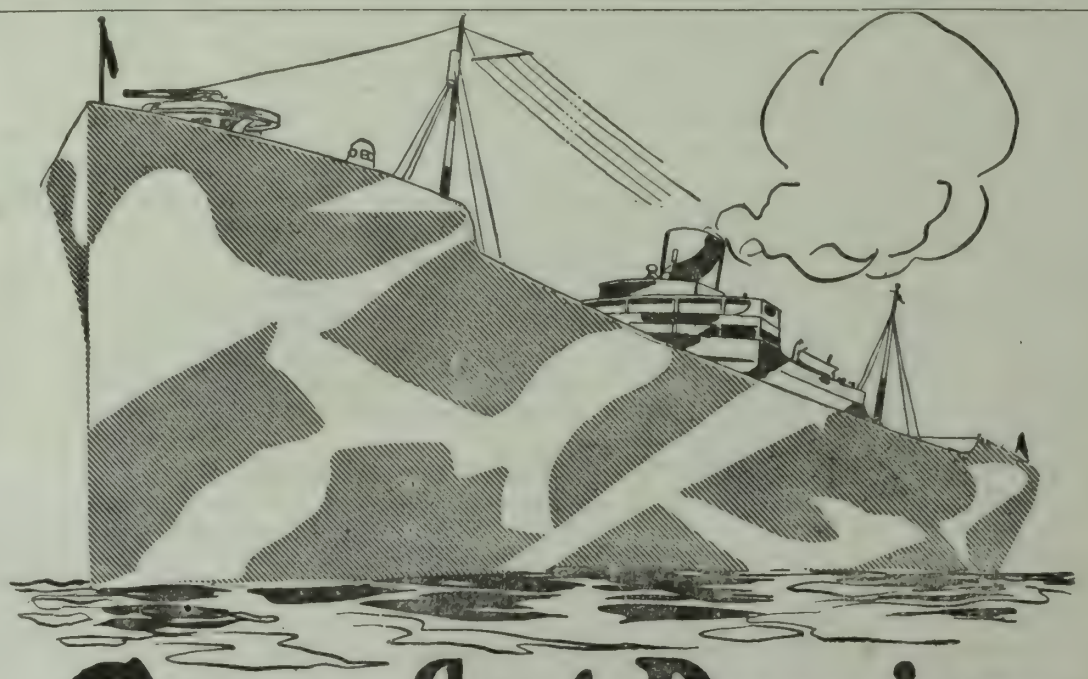
Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

Olof Nilsson, born in Hufvulsvik, Jamtland, Sweden, year 1880, height 5 ft. 8 in., brown eyes, dark brown hair; last heard from in 1909, on board S. S. "Kurrachee," Karrachi, India. Anyone knowing his whereabouts please notify his sister, Mrs. Nels Olson, 1033½ W. First St., Duluth, Minn. 8-21-18-Adv.

The men hereinafter named are requested to call personally or communicate with J. T. Smith, 112 Market St., San Francisco, Cal. Chas. Fraser, W. Holmes, Otto Kanka, Karl Olsen, William B. Pierce, Thomas Wolstenholme. 10-2-18-Adv.

NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.



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Pacific Coast Marine.

The Concrete Craft Corporation, organized to build concrete ships at Seattle, has filed articles of incorporation with capital stock at $1,000,000. The trustees are: G. E. Kastengrew, Israel Nelson, Louis Rolfe, Jeremiah Miller, of Seattle, and C. E. Hogberg, Tacoma.

Lumber shipments from British Columbia for August were as follows: To Japan, via Seattle and Tacoma by scow, 3,898,635 feet; to United Kingdom, 2,534,089; to Galveston, presumably for U. K., 178,376; to China and Japan, 836,325; to Australia, 306,604; total, 7,754,029 feet.

Many of the fishermen who have returned to San Francisco from Alaskan waters are preparing to go after salmon in the Sacramento and San Joaquin rivers. It is reported that the salmon are running better in the Sacramento than for many years past and the catch will add materially to the supply.

The St. Johns plant of the American Marine Iron Works, Portland, Ore., has been incorporated with the following directors: S. F. Wilson, M. L. Jones, T. H. Beverly, A. M. Cannon and Carl Jones. It has acquired two blocks on the Willamette river at the foot of Richmond street and a foundry and machine shop are being equipped.

Captain Ryan and Lieutenant Barton are scheduled to arrive in Portland shortly to open an office to recruit for a stevedore and labor battalion for overseas service. Men who can qualify for officers in the battalion are said to be in special demand. The battalion is to be assigned to the European end of the American transport and merchant marine system.

Captain Joseph J. Meany of San Francisco, traveling inspector of the United States Steam Vessel Inspection Bureau, is at Portland to look over work being done on ships here by local inspectors and to see that the laws of the Department of Commerce are being enforced. Captain Meany formerly was inspector of hulls here. Work planned by Captain Meany will take about three weeks.

Captain Robert Lee Russell, Commandant of the Twelfth Naval District, which embraces the Pacific Coast, has been assigned to the position of Commandant at Samoa, it was learned from semi-official sources during the week. Previous reports were to the effect that Captain Russell, who is to be succeeded at San Francisco by Rear-Admiral Joseph L. Jayne, had been ordered to the island of Guam. Samoa is an important base in the South Pacific.

The license of Captain Albert Egeholm, former master of the motor-ship "Erris," was suspended eighteen months by local Inspectors James Guthrie and Joseph Dolan at San Francisco on the charge of negligence. The inspectors said the vessel probably would not have gone on the rocks, April 22, off the coast of Japan, if the skipper had taken bearings by the compass. The motor-ship was floated from her precarious position and later met with several mishaps.

The Hawaiian Islands have an estimated population today of 256,180, according to the annual report of the Board of Health just submitted to the Governor. Honolulu's population is about 75,000, while the rest of the island of Oahu is placed at 41,500. The population of Hilo, the territory's next largest city, is 10,500, and the rest of the island of Hawaii is 41,500. The Japanese population is estimated at 106,800. A large increase is noted this year among the Japanese.

According to Crowley and Peterson, the San Francisco barge business is growing by leaps and bounds and more than 2 per cent. of the local freight on and off ships is now being handled by the lighter method. The lighters of both concerns and also a few operated by smaller concerns are being crowded to the limit. Shipping concerns are saving time by utilizing the barge system. In some instances two days have been saved for a vessel's stay in port, with the charter price reckoned at $3000 a day.

Suit for damages of $26,600 has been filed in the Federal Court at San Francisco against the American motor-ship "Erris" and the American Asiatic Company. The action is brought by Sir Robert Balfour, Sir Archibald Williamson, A. B. Williamson, A. W. Blackie, T. J. Whitson, John Lawson, W. J. Burns, Alexander Baillie, doing business under the name of Balfour, Guthrie & Co., and Charles D. Willitts. Shipments of castor and bean oil arriving, it is contended, in a damaged condition are responsible for the action.

The dredge "Chinook" has ceased work for the year at the mouth of the Columbia river. Captain Cann, master of the craft, received orders during the week to lay the vessel up for the winter. The "Chinook" has done excellent work during the present summer and as a result the entrance to the Columbia river is now in better condition than is any other bar harbor in the world and the deepest draft craft can enter and depart at any stage of the tide. At the mouth of the river proper there is a channel 2500 feet wide with a depth of from 40 to 42 feet.

H. G. Seaborn, vice-president of the Skinner & Eddy Corporation, of Seattle, which it is said has led all others in the delivery of contract ships to date, announces that the concern has produced a little in excess of one-eighth of one ton per man per day for the year. At that rate it would require only 225 steel ways in the United States to produce approximately 10,000,000 tons deadweight per year and, Mr. Seaborn says, only 250,000 men distributed over these 225 ways to obtain the same approximate results. The Skinner & Eddy yard has employed an average of 4527 men for the last twelve months. With the facilities now in operation, Mr. Seaborn declares it is not too optimistic for the Shipping Board to expect at least 10,000,000 deadweight tons in the second year of its operation.

Working with the Port of Portland and the Commission of Public Docks, the Portland Chamber of Commerce is considering a plan of harbor development suggested by J. H. Rosseter during his visit there, prior to taking up his duties as director of operations for the Emergency Fleet Corporation. The plan includes and will give a large new dry dock, a capacious, modern machine shop on the shore by the dry dock for vessel repair; a barge equipped with a light machine shop repair plant, to go alongside vessels and make the repairs while the craft is working her cargo; adequate storage to cover a possible requirement of 40,000 or 50,000 tons of coal for ship bunkering per month; facilities for putting coal aboard vessels in the stream while working cargo, and barge facilities for putting fuel oil into a ship while working cargo.

Statistics relating to timber products of British Columbia for 1917 are contained in the annual report of the forest branch just issued. The total of lumber scaled in the province of British Columbia for the year ending December 31, 1917, was 1,647,275,000 board feet. This compares with an actual cut for 1916 of 1,161,750,000 board feet and 991,780,200 in 1915. This is an increase of virtually 42 per cent. over the 1916 cut. The value of the production in 1917 was $48,300,469, as compared with $35,528,000 in 1916, $29,150,000 in 1915 and $28,680,000 in 1914. The value of the timber cut was $28,225,000 as against $21,075,000 in 1916. The value of the pulp product was almost double, being $6,835,034 in 1917 as against $3,520,000 in 1916. Shingles in value also constituted a large increase, being $6,900,000 in 1917, as compared with $4,500,000 in 1916.

According to advices received from Papeete, Tahiti, the British bark "County of Roxburg" cannot be salvaged because her old iron sides have become so badly rusted and decayed that the craft would not pay for salving. Not only is the vessel about eaten up with rust, but the hull is split in two. The result is that Theodore Wicks, the San Francisco diver, and his men have returned to Papeete and will soon return to San Francisco minus the "Roxburg." The advices say that the vessel could have been moved from the beach into the water without great difficulty, but the question of keeping the vessel afloat afterwards was a problem. The ship will therefore remain high and dry on the beach until it breaks to pieces, and in the meantime the natives will have a handy place to store their copra and other products. The vessel is now a warehouse. When the expedition left San Francisco for Takarora it was generally supposed that the "Roxburg" was in good condition. The local backers of the expedition expended a considerable amount and believed that all was going well until they received a cablegram announcing the abandonment of the work. An effort is being made to dispose of the salving equipment, but as theer are no other wrecks in the South Seas worth salving, it is expected that the timbers and other supplies will have to be shipped to some other port for disposal. There was a rumor along the San Francisco water front of other salving operations now being considered by decided upon. One is to salve the German decided upon. One is to salvage the German raider sunk in the harbor of Guam. It is not believed that enough money can be raised to go after this work because of the depth in which this craft is submerged. In addition, the local capitalists say that, in the event of success, there will be little real profit left after the Government collects the war tax.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

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Telephone Bell 2762.
DETROIT, MICH.....44 Shelby Street
Telephone Cherry 342.
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

The Seamen's Journal
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Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 9, 1918.

WARTIME IMMIGRATION.

Immigration, it has been popularly supposed, has practically stopped, so far as the United States is concerned, since the entrance of this country into the world war. Yet Commissioner of Immigration Anthony Caminetti, of the Department of Labor, finds that statistics reported to his office by agents of the department stationed at the various American ports show immigration to have increased everywhere except at the Atlantic ports.

The number of immigrants formerly entering at Atlantic ports was, of course, by far the greatest number, and lack of immigration has diminished the labor supply and checked the abnormal school enrollments of many eastern cities. The increases in immigration through Gulf and Pacific ports and from Canada have been so large, however, that alien arrivals are still an important factor.

Spain and Scandinavia are sending some immigrants to America, and Mexican immigration has doubled within two years. The belligerent nations, naturally, are sending few men to America, for practically all the able-bodied manhood has been summoned to the colors.

There is a curious development in connection with the immigration of workers from Mexico. The Mexican Government is openly discouraging the emigration of its people. It is fearful of losing, even temporarily, its best workers and mechanics. Proof of this is found in the iron-clad regulations now enforced on the southern side of the border line, practically stopping great masses of Mexican workers who desire to come into the United States and obtain the high war wages of this country.

Nothing, however, can entirely prevent Mexican workers from finding the best market for their labor, and every night the shallow waters of the Rio Grande are crossed by wading workers who risk all to get into the United States. Laredo and Eagle Pass are the official doorways from Mexico, but only a fraction of the thousands from the southern republic officially, and legally, enter this country.

The labor crisis for the United States is rapidly centering on the border. Mexico contains 14,000,000 workers, the nearest, the most easily assimilated mass of peoples outside of the United States. The Department of Labor has wisely decided that the standard of living in this country can be more easily retained and attained by Mexican workers than that of any other available nationality. With this conviction in mind Secretary of Labor Wilson answered the millionaire employers of California, who demanded that the bars be let down for an influx of Asiatic labor, by making provision for the entrance of Mexican labor to supply the war needs of the United States.

San Antonio has just heard the address of T. A. McLean, representing the Department of Labor, in which he stated:

> It takes from six to ten men behind the lines to keep every soldier at the front, and with the proposed draft extensions there will be an army of 6,000,000 men within a year. That will mean at least 36,000,000 workers behind that army to keep it effective.
>
> Altogether, the army will number about 42,000,000 soldiers, industrial and military—and all of that out of a population of 100,000,000, the greater number of whom are women and children! What does that mean? It means that you business men will have to dispense with every unnecessary workman.

McLean's statement and figures shot home to every Texan in the audience the problem of the border, across which lies the only available source of labor supply absolutely essential to the United States during the war period.

This is one of the reasons why organized labor has commenced a systematic campaign of education among the Mexicans now in this country, numbering over a million and a half. The American Federation of Labor has declared in a series of conventions in favor of organization of Mexicans in this country and fraternal relations with the unions of Mexico.

This great border labor crisis, affecting our entire country as no other labor problem ever affected it before, will be the matter of discussion, study and resolution at the International Conference to be held in Laredo, Texas, beginning November 13, between the representatives of the American Federation of Labor and the organized labor movement of Mexico.

SHIPBUILDERS AND SEAFARERS.

The current issue of the "Emergency Fleet News," published by the United States Shipping Board Emergency Fleet Corporation, says:

> It is the duty of every man who is an active participant in the shipbuilding industry to claim exemption from the military draft. Heads of shipbuilding plants should not hesitate to advise their workers to claim exemption and to reassure them that in doing so they are not putting themselves in the "slacker" class.
>
> The man who shirks his job as a shipbuilder to-day is doing just as much harm to the nation as the man on the battlefield who plays the part of a coward.
>
> The tendency of the average individual is to view this matter of claiming exemption with a certain amount of embarrassment. The inclination is to feel that in asking to be excused from military service one is putting himself in the position of hesitating to do that which so many thousands of young Americans are doing voluntarily. That is a very natural feeling but it does not justify any essential war worker in waiving his exemption rights.
>
> The War Department itself urges that all who have a just claim to exemption put forth that claim. It would be a very foolish thing if we were to weaken one arm to strengthen another when both are needed in their full strength against the enemy. The military authorities do not expect to cripple very necessary war industries at home. Obviously one of the purposes of the draft is to insure that the war industries be maintained.

In connection with the foregoing, Merchant Seamen of all ratings should bear in mind that their calling is perhaps even more essential to the successful prosecution of the war than that of the shipbuilders. Without experienced and competent seamen to man our ships we would be helpless, indeed.

President Wilson, whose timely appeal to men with sea experience is published on page 1 of this issue, fully realizes the great importance of the Merchant Seaman to America. And his appeal emphasizes the fact that no seaman, now actually employed at the calling, can render any more patriotic service to the country than by sticking to his job and performing his duties effectively and efficiently.

GUARDING UNCLE SAM'S INTERESTS

With the vast increase in the number of vessels operated by the Shipping Board and by the transport services of the Army and Navy, the subject of Admiralty litigation in which the United States is interested has become one of great and growing importance. Attorney General Gregory therefore recently announced that his department is giving attention to the development of a special organization in order promptly and effectively to protect the interests of the Government in these cases.

In accordance with this policy Mr. Ira A. Campbell, of San Francisco, has been appointed a special assistant to the Attorney General in Admiralty matters. Under the general supervision of an Assistant Attorney General Mr. Campbell will be charged with the duty of co-ordinating and overseeing the work of the Admiralty staff which the department is building up in the principal ports of this country and of arranging for the proper conduct of Admiralty cases which arise in foreign ports.

Mr. Campbell, who is one of the leaders of the Admiralty bar upon the Pacific Coast, has been acting as Admiralty counsel to the Shipping Board, and in that position, which he resigns to come to the Department of Justice, has been intimately in touch with the great expansion of the American merchant marine which is now in progress. He comes with the highest credentials as to his character and professional ability.

Thus, another favorite son of San Francisco has been honored with an appointment to a high and responsible post.

Surely, San Francisco is doing her full share to help "win the war" by furnishing men, money and talent!

THE HOME FRONT.

The battle front in Europe is not the only American front. There is a home front, and our people at home should be as patriotic as our men in uniform in foreign lands.

Every American soldier who has fallen in France, every American sailor who has died for his country's cause has given his life for his people. Surely we, their people, can lend our money to our Nation, their country.

The Fourth Liberty Loan is the fighting loan. Its great success will bring comfort and encouragement and a deep sense of pride to our Army and our Navy, and to our allies; it will bring discouragement to our enemies. Its success means American victory, Prussian defeat.

The fourth loan is the fighting loan, the sailors and soldiers' loan.

MONEY IN SAVINGS BANKS.

There seems to have been a very insidious propaganda carried on, obviously by secret agents of Germany, to the effect that savings banks deposits are to be confiscated. It is difficult to believe that any person in America would credit such a report for an instant. Secretary McAdoo says that the absurdity of these statements is manifest, but in order to allay the fears of a few who might be alarmed by such reports, he repeats officially that these rumors are wholly baseless.

There is but one thing that will in the least put in danger of confiscation the savings of the American people, whether deposited in savings banks or other banks or invested in Liberty Bonds or any other investments, and that one thing is a German victory. It is not the American Government that our people should fear, but the German Government, and with the American soldiers fighting as they are in France and the American people supporting their Government as they are in America, the American people, their liberty, their rights, and their savings are safe.

The United States instead of confiscating or endangering the savings and other property of its people is defending them and theirs with all the irresistible might of this invincible Republic.

FACTS ON SHIPBUILDING.

Lord Pirrie, Controller-General of British Merchant Shipbuilding, has just issued a statement containing the following reference to American shipbuilding:

"Enormous though the output of American shipyards promises to be in the near future, the demands of the American forces abroad for continued reinforcements, and for enormous quantities of supplies, will increase in a steadily advancing ratio, and the time is not yet in sight when there will be sufficient tonnage on the American register to carry all these."

In addition Lord Pirrie said that 68 of 102 berths approved for concrete shipbuilding in the United Kingdom have been completed, and of the new and enlarged berths at ordinary yards which have been authorized to the number of 111, the work has now been carried out on over 25 per cent. The standard ship program has been extended until it represents 74 per cent. of the total number of vessels laid down. Lord Pirrie also stated that 11 of the fabricated ships which the National Yards were intended to assemble are on the stocks in private yards.

It is difficult for old-timers to believe that the concrete ship has come to stay. But there surely is no doubt about the willingness of every maritime nation to give concrete every possible chance to make good.

Saturday, October 12, is the four hundred and twenty-sixth anniversary of the discovery of America. President Wilson has proclaimed it Liberty Day and requests the citizens of every community in the United States—city, town, and countryside—to celebrate the day. The President, in his proclamation, says:

Every day the great principles for which we are fighting take fresh hold upon our thought and purposes and make it clearer what the end must be and what we must do to achieve it. We now know more certainly than we ever knew before why free men brought the great Nation and Government we love into existence, because it grows clearer and clearer what supreme service it is to be America's privilege to render to the world.

The trouble with the man who can see no hope ahead of him is simply that he is headed the wrong way.

AFTER-WAR CONDITIONS.

The New York "Public" Has An After-the-War Remedy to Give Employment to All Labor at High Wages.

Now that the country's military strength has been demonstrated, and its exercise has brought victory within sight, thoughtful minds are turning to the problems of peace. At the close of the war the country will have six or seven million men under arms, with perhaps twice as many more devoted to their maintenance. Thus the advent of peace will find fifteen to twenty million people who have been devoting their time to the destruction of life and property suddenly called upon to seek new occupations. The problem for statesmen and publicists is to find the means and opportunities for making the change.

It is not sufficient to say that soldiers and workers in war industries can be restored to peaceful production simply by repealing the laws that called them to war. A vast number of these men and women will not and cannot go back to the old conditions of life any more than the butterfly can return to the chrysalis. Their experience has set them to thinking. They have had a vision of a new social order; and they have dreamed of it and thought about it till they have come to believe it can be made a reality. Any plans put out by statesmen that do not recognize this, and at least make an attempt to gratify the longing, will be worse than useless; they will merely delay the solution of the problem, and they may lead to much suffering and hardship.

Instinctively the mind seeks guidance from the country's experience at the end of the Civil War. At the close of hostilities conditions were so ominous that European critics predicted business stagnation, social disorder, and the overthrow of democratic institutions. Yet there was no interruption of business, no social cataclysm; and the army melted away into the ranks of industry without a ripple of disturbance. The reason universally given for this remarkable transition from war conditions to peace is the fact that the country possessed a vast area of unoccupied land. Soldiers were given farms of 160 acres for the mere cost of recording deeds that are now worth from one hundred to two hundred dollars an acre. Civilians were permitted to take these farms at a dollar and a quarter an acre. Not all soldiers went upon the land, but many of them did; and those who did not found places that had been given up by civilians who went from the cities of the East to the free land of the West. Besides, the settling up of the new country required the building of railroads, cities, and all that goes to make up civilized life. But the basis of the new order was the fertile land of the vast public domain. Upon this free land a man with almost no capital could go and make a comparatively good living, a living far above that of the peasantry of Europe, and better than what had previously prevailed in the older parts of the United States. So remarkable, indeed, was this recovery from the devastation of the Civil War, and so pronounced the business prosperity, that it led to an era of speculation, in which the price of land mounted so high that it led to a panic ten years after the war.

This experience of the country after the close of the Civil War has been so vividly impressed upon people's minds that few persons doubt that the present problem could easily be met if another Mississippi Valley could be added to the public domain. Nor would there be any doubt if a new market could be found to absorb all the goods that our industries can produce. We cannot have a new Mississippi Valley added to the country; and any markets there may be abroad will be eagerly sought by other nations. But the lack of new territory or foreign markets need not leave us hopeless. Both requirements can be met within our own borders. Of the 878,798,325 acres embraced in the farms of the United States, as shown by the Census of 1910, nearly one-half, or 400,346,575 acres, were unimproved. If there be added to this the arid lands that can be irrigated, the swamp lands that can be drained, and the large areas held by individuals, railroads, and other corporations, it will be seen that the unused arable land in the United States far exceeds the amount in use. Nor does this by any means mark the extent of our opportunities for employment. The undeveloped mineral and timber lands, the oil lands, and the water power exceed those in use. The same is true of cities, where the vacant and the partially improved lots are greater in number than the fully improved. It is apparent, therefore, that there is more than enough land—if it be opened to use—for all who will go upon it. And if the net yield and accessibility to market be considered the vacant land of today will give a larger return to labor than that taken up in the years following the Civil War.

But this is not our only means of relief. A potential market is at hand for all that labor and capital can produce on this land. And what is of more importance, this market is entirely within our own control. If we were compelled to seek a market abroad we should come into competition with other nations as eager as we to sell; and if the rivalry continued as it has heretofore, there would be friction and misunderstandings that might ultimately lead to war.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 7, 1918.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good. Full Shipwreck Benefit was awarded to eight members of the crew of the steam-schooner "Coquille River."

HARRY INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Sept. 30, 1918.
No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Sept. 30, 1918.
Shipping fair.

WM. HARDY, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Sept. 30, 1918.
No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Sept. 30, 1918.
Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Sept. 30, 1918.
No meeting; no quorum. Shipping fair.

ED. ROSENBERG, Agent.

P. O. Box 6. Tel. Main 557.

Portland Agency, Sept. 30, 1918.
Shipping good; members scarce.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Sept. 30, 1918.
Shipping good; members scarce.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 23, 1918.
Shipping good; prospects fair.

R. H. BLACKWOOD, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 3, 1918.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair A resolution to purchase $2,000 of the Fourth Liberty Bond issue was declared carried. The full Shipwreck Benefit was ordered paid to one member wrecked on the steam-schooner "Coquille River." Nomination of officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Sept. 26, 1918.
Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Sept. 25, 1918.
No meeting. Shipping fair; few members ashore.

HARRY POTHOFF, Agent.

Sepulveda Bldg., 128½ Sixth Street. Phone, Home 115; Sunset 66 W.

DIED.

Olaf Johnson, No. 162, a native of Norway, age 56. Died at Alaska, 1918.

Andrew Mardison, No. 1338, a native of Finland, age 37. Died at San Francisco, Cal., Oct. 3, 1918.

George Wills, No. 555, a native of Scotland, age 48. Died in the wreck of schooner "Bertha Dolbeer," January, 1918.

Ten vessels to be launched by the United States Shipping Board are to be named by ten Pacific Coast cities that make oversubscriptions in the Twelfth District in the Fourth Liberty Loan campaign. Ten counties in the district will be given the honor of naming ten fighting tanks and choosing their sponsors.

FACTS ABOUT ALASKA.

What has been accomplished in surveying the waters of Alaska and what is needed in the way of specially adapted vessels and sufficient men for efficiently pursuing the work in the future are set forth in a recent report, entitled "Safeguard the Gateways of Alaska—Her Waterways," by E. Lester Jones, Superintendent of the United States Coast and Geodetic Survey.

In a period of 50 years, declares the report, the Survey has had only $3,995,906, or an average annual appropriation of $79,918 to expend on water surveys in the Territory. Nine per cent. of the water areas of Alaska have been surveyed in the past 31 years, 91 per cent. remaining unsurveyed at the present time.

The following is an excerpt from the report:

"From 1867 to 1917 there have been approximately 425 vessels wrecked in Alaskan waters, with a loss of about 500 lives. Among these vessels were large sailing crafts as well as freight and passenger vessels, also some Government vessels.

"When we stop to think for a moment of this enormous loss, and consider alone that the National Government has suffered the loss of three splendid vessels worth more than $1,000,000, the serious side of the question is emphasized, especially when we think how much could have been done with this money if it had been applied in surveying the waters of Alaska.

"While it should not be understood that all these disasters have been caused by lack of proper sailing charts and lack of knowledge of currents, it can be said that the greater portion of the wrecks have been directly due to the lack of accurate nautical information which can be furnished by proper surveys.

"The history of the industrial development of Alaska shows that, almost without exception, the establishment of industries and commerce has preceded, rather than followed, the surveys of the locality and that their establishment and development have been greatly retarded and ofttimes entirely suspended by the lack of such surveys.

"The exports from Alaska for the past 50 years have amounted to about $708,000,000, reaching a high-water mark the past year of about $94,709,359, and this does not include, of course, the great amount of fish, lumber, and other products of the Territory that has been consumed by its population.

"The imports to Alaska for the past 50 years have amounted to $412,400,000, reaching the high-water mark in 1917, $44,431,600. These figures show briefly the enormous amount of shipping necessary to handle this large amount of trade.

"For the first 30 years after the purchase of Alaska by the United States a few small vessels only were required for the commerce between Alaska ports and the ports on the Pacific Coast of continental United States. In 1917 there were not only 3963 vessels, with a tonnage of 1,818,312, entering and clearing Alaska, but instead of being vessels of 10 or 12 feet draft, as were the earlier ones, we now have them up to 28 feet. In other words, when the work of the Coast and Geodetic Survey is at its lowest ebb there, Alaska's prosperity is greater than ever before.

"Few people realize or even think of the Territory's enormous area. From Dixon Entrance, on the international boundary line, to the farthest Attu Island, it is nearly 3000 miles. Along this stretch of coast there are about 465 islands in Alaska containing one or more square miles, and innumerable smaller ones. The longest island is Prince of Wales, 131 miles long and 39 miles wide, while Kodiak Island has the largest area, 101 miles long and 63 miles wide—equal to the combined areas of Connecticut and Rhode Island.

"The total area of Alaska is 586,400 square miles, or nearly twice the size of the original 13 States of the Union. To this we can add seven other States east of the Mississippi River and still we do not have the amount of area in Alaska. Norway, Sweden, Finland, England, Scotland and Ireland do not contain as much territory as Alaska. Germany, France and Spain have only a trifle more area than this Territory.

"As to the water areas, Alaska has 26,000 miles of coast line, or about 6,000 miles more than the entire Atlantic, Gulf and Pacific coasts of continental United States.

"If the map of Alaska is placed over that of continental United States, with the town of Ketchikan (in the southeastern corner of Alaska) on Jacksonville, Fla., the western island of the Aleutian Group will be found at Santa Barbara, in California.

"Alaska's high mountains have their snow fields and glaciers. They are the loftiest and greatest in North America and cover a broad expanse of area. On the other hand, Alaska has wide areas of valley lands, timber, and has many varieties of climate, as varied as can be found in the Eastern or Middle States, controlled largely by the number of mountain ranges, also by the Pacific Ocean, which has the same effect on the climate of Alaska as the Atlantic Ocean has on Great Britain and Norway.

"Although Alaska has been in our possession for a half century, ignorance of its varied climate has been widespread, as has also the general misunderstanding of its winters. It has led to not a few blunders both in the administration of the Territory and also in plans for its investigation and development. Many people to this day speak of it as the land of ice and snow and few realize that part of this Territory has a temperate climate.

"The permanent snow and ice fields of Alaska are situated on the mountain slopes, as they are on the Swiss Alps, and cover only a very small percentage of the total area.

"In comparing Alaska with other countries of similar latitude and climate a close relationship is found to Finland, a country of considerable agricultural importance. Finland and Alaska are largely included between the parallels 58 degrees and 70 degrees north latitude. Alaska is bordered on the north by the Arctic Ocean, and Finland nearly touches the Arctic. The cultivated area in Finland comprised about 7,000,000 acres in 1901, while Alaska is supposed to have 64,000,000 acres of land available for agricultural pursuits, including grazing. In one recent year Finland produced 36,731,660 bushels of grain, 29,887,398 bushels of potatoes, and other marketable farm products. The output of butter for one year amounted to 26,585,600 pounds. Finland exported in one year $8,679,400 worth of live animals, meat, game, and butter products, and $46,012,000 worth of wood pulp, paper, and manufactures of wood. These figures are given simply to show what a country similar to Alaska is producing on one-ninth of the available land."

SEIZED SHIPYARD LAYS KEEL.

A German-owned shipyard in the United States laid its first keel for the new American merchant marine on September 28. This event took place at St. Andrew's Bay, Millville, Florida. The company, known as the American Lumber Company, has been taken over by Alien Property Custodian A. Mitchell Palmer, and is now under American management.

Chairman Hurley of the Shipping Board wired President William L. Wilson of the Board of Directors as follows:

"I regret exceedingly that the press of business will prevent my being with you at the laying of your first keel. This is an occasion of unusual interest, and I would be glad to assist all I can in bringing this ceremony to the attention of the American people."

The invitation from the representative of the Alien Property Custodian to Chairman Hurley had this to say:

"I am very anxious to show you personally that what Mr. Palmer is doing to turn this German-owned industry into vessels for Uncle Sam and also to show you the tremendous possibilities of St. Andrews Bay which the Germans discovered twenty years ago, and which Mr. Palmer is now bringing to the attention of the country."

AN INSIDIOUS ATTACK.

"The Republican Publicity Association, which is collecting $1,500,000 from manufacturers to take Congress away from the President," says the Providence News, "has begun its campaign of vilification in a statement sent broadcast, accusing the President and the Democratic party of using the war as a mask to find jobs in the Labor Department for men who cannot find work elsewhere.

"The Republican attack is published with the title, 'Under the Robe of War,' and insinuates that the Administration is blackjacking Congress into voting money for alleged war purposes, when the real intent is to find jobs for the faithful. No Republican Senator would dare stand sponsor for this scurrilous attack upon the President and the Labor Department, but the Publicity Association is used to make it over the signature of Jonathan Bourne, Jr.

"The real trouble is that this money will be expended by bureaus in every State to provide labor for factories. Big employers, after August 1, will have to take men sent by the several State bureaus, instead of men hired by strike-breaking agencies. The effort of the Government to bring labor and employer together without the assistance of outside agencies is denounced as a political steal. Under the new method no man need leave his State to find a job. It will be found for him by the Government during the term of the war. This is what is called graft by the Republican gentlemen, who, under the lead of Will Hays, of Indiana, have started out to get control of Congress.

"This is only the first attack in many planned on the patient man in the White House and his associates, who are working out the problems of the war. The stupid people behind the scheme will hear from the American people in November."

APPRECIATION OF FURUSETH.

EDITOR, SEAMEN'S JOURNAL:

In reading the portions of the speech of Mr. Frank P. Walsh, quoted in a recent issue of the SEAMEN'S JOURNAL, concerning our respected leader, Mr. Furuseth, a thought came to me which I desire to put before the readers of this paper.

Everything that Mr. Walsh said about Mr. Furuseth is true, and much more. For the last ten years I have been closely identified with the enforcement of rights of seamen and have sought to find remedies for the evils affecting him and his vocation.

I was first identified with a semi-charitable institution, The Legal Aid Society, the purposes of which were good and which, while I was attorney in charge of its seamen's branch, I am sure, did considerable to right the wrongs of seamen and enforce their rights. I have had an opportunity to observe the workings of various church societies and other eleemosynary organizations, who have attempted to assuage the wounds of the suffering seamen. I have studied their methods, I have observed the operation of various committees and executives appointed by city and State governments for the purpose of controlling shipping masters and boarding masters.

I have observed the efforts of the United States attorneys to enforce various statutes of Congress, intended to prohibit crimping, etc. In fact, have assisted United States attorneys in the preparation of many cases in the city of New York. Various kinds of legislation and methods were suggested by these organizations and some of them made recommendations to Congress on the subject, but infinitely more good has been accomplished by the seamen's unions of the United States under the leadership of Andrew Furuseth in obtaining the passage of the Seamen's Act, abolishing involuntary services and in giving to seamen of all ships coming to our ports, the right to demand a certain portion of their wages and throwing the courts of the United States open to the enforcement of the act, than has been accomplished during the past three centuries at least, by all of the eleemosynary institutes, municipal, State and Federal Governments combined.

This may sound like a big statement and it is, but if I know anything about the history and development of the Merchant Marine of the United States and other nations; if I know anything about the conditions which have brought about the condition of involuntary servitude and its attending evils in which the seaman has lived for the last sixty years, then this statement is not extravagant.

So much for his accomplishments. As a man of brains, he ranks among the first of his generation. There are few men in the United States who possess and have used the acumen, foresight, tact and tenacity of purpose possessed, and demonstrated by him. His struggle for recognition of the rights of seamen commenced years ago.

As stated by Mr. Walsh, for twenty years he labored at Washington, educating our Congressmen and Senators on the importance of a Merchant Marine. At last he made them understand. The Seamen's Act is the result. His labor has been performed under the greatest of difficulties and his accomplishments have been complete. He has attained the goal for which he was striving.

No man possesses to a greater degree the qualities of integrity, honor and ability of the all-around American quality, than Mr. Furuseth. He is the embodiment of the spirit of liberty and true democracy in which this nation was conceived. He is deserving of the greatest honor.

I have no doubt that after Andrew Furuseth has passed away, the great American people, then being in possession as they undoubtedly will be, of a tremendous Merchant Marine, turning back the pages of history will discover what an important part in its development was played by Andrew Furuseth. They will desire to erect some visible monument to his greatness and the greatness of his work.

There has been a tendency of late years to give recognition to artists and leaders while they are still alive to enjoy the honor that is due them. I am one who believes that such recognition should be given to Andrew Furuseth while he is still alive. I saw him just the other day and I believe he will live for quite a time as he is apparently in excellent health.

I am writing this letter for the purpose of inviting members of the seamen's unions, delegates and others, to write me and express their opinion on the proposition of taking up a subscription from seamen in sums from one to five dollars, to be put into a fund, which might be called the Furuseth Memorial Fund or something of that sort.

When sufficient funds are raised, a proper statue of Mr. Andrew Furuseth can be erected at New York or San Francisco, or both places. Permission of the authorities of the city of New York will probably be obtained for the erection of such a monument in Coenties Slip or on South Street, New York. The funds could be sent direct to some trust company.

I have not consulted Mr. Furuseth about this proposition for I know that he would say "No." It seems to me, however, that if the seamen of the world who do know his work and who were benefited by his efforts, desire to do something to express their appreciation of him and his work, that nothing on earth can prevent them from doing it.

I shall await with interest replies to this communication.

Respectfully yours,

SILAS BLAKE AXTELL.

New York, Sept. 30, 1918.

AN AUGUST CONCEPTION.

Samuel Taylor Coleridge, poet and essayist, writing some 75 years ago, said:

"The possible destiny of the United States of America as a Nation of a hundred million of free men, stretching from the Atlantic to the Pacific, living under the laws of Alfred and speaking the language of Shakespeare and Milton, is an august conception."

The United States is now a Nation of a hundred million and more, stretching from the Atlantic to the Pacific, and reaching out east takes in Hawaii and the Philippines, in the north Alaska, and in the south the Panama Canal. But grander than its physical is its moral greatness. Its fairness and justice, its courage and power, its maintenance of right and freedom cover the world.

The destiny the United States is now fulfilling is a more august conception than even the imagination of the author of Kubla Khan conceived of less than a century ago.

ARMY UNITS.

Some knowledge of army facts and figures is almost essential now-a-days and it is well to know that

An army corps is 60,000 men.
An infantry division is 19,000 men.
An infantry brigade is 7,000 men.
A regiment of infantry is 3,000 men.
A battalion is 1,600 men.
A company is 250 men.
A platoon is 60 men.
A corporal's guard is 11 men.
A field battery has 195 men.
A supply train has 283 men.
A machine gun battalion has 296 men.
An engineer's regiment has 1,098 men.
An ambulance company has 66 men.
A field hospital has 55 men.

A major general heads field army and also each army corps.

A brigadier general heads each infantry brigade.

A colonel heads each regiment.

A lieutenant colonel is next in rank below a colonel.

A major heads each battalion.
A captain heads each company.
A lieutenant heads a platoon.
A sergeant is next below a lieutenant.
A corporal is a squad officer.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

corn broom makers in New York City were organized, their wages were from $12 to $18 a week. Now a signed agreement calls for rates ranging from $40 to $55 a week, with the work week reduced from 52½ to 50 hours. In Chicago a 100 per cent. organization has raised wages $1.80 a day for eight hours. The old rate was $4.20 and the new one is $6. "We also secured an agreement for all helpers, with $12 a week for new girls and 10 to 20 per cent. increase for all now working in the factories," writes Boyer. "Under our old system of low dues and small per capita tax, this would be impossible."

Urge Organization.

Officers of the American Federation of Labor have called the attention of all affiliates to a resolution passed by the last convention instructing the Executive Council "to plan and carry into effect the most intensive campaign of organization within its power, and urge and aid all international, State and central bodies to do likewise."

At its recent meeting the Executive Council directed officers at headquarters to carry into effect the above instructions. Acting President Alpine and Secretary Frank Morrison now urge affiliates to exert every possible effort to conform to the declarations and recommendations of the convention. "Everything within our power," it is stated, "has been done and will continue to be done through the assistance and co-operation of the limited number of special organizers in the employ of the American Federation of Labor to carry on an active organizing campaign in as extensive a territory as is possible under existing conditions and circumstances. Our very best efforts are being put forth to organize the workers in the steel industry."

Extravagant Claims Cause Labor Shifts.

The United States Employment Service Bulletin tells these instances of how employers are responsible for the costly labor turnover that is hampering war production:

"Several months ago a large corporation near Philadelphia inserted large advertisements in Ohio newspapers offering certain classes of workmen a little higher than the normal wage then prevalent in Ohio, and added, 'and double time for Sundays and holidays; plenty of overtime all the time.'

"Hundreds of men left war manufacturing jobs in Central and Northern Ohio and paid their way to this plant. A very large number of them were of crafts not yet needed by the plant, although the advertisement had called for them. These men were turned away. They had thrown up jobs on war work. They had lost many days and wasted considerable sums upon travel and subsistence. Many of them were left destitute and hundreds drifted into nearby cities, broken in spirit and embittered against the Government and our country.

"For several weeks the municipal authorities of these cities were compelled to feed and lodge large numbers of these broken men, and there is good reason to fear that many of them have become casual workers. Those who were actually hired found the promise of 'plenty of overtime' was not kept, while the locally impossible housing conditions and living costs soon disgusted and drove them out to seek more congenial even if nominally less-well-paid employment.

"An enterprising labor agent of a Government plant in the South, desiring to build up his organization, hired a brass band and sent it in a motor truck to visit points frequented by negro farm hands on Saturday nights. Torchlights, promises of a month's annual leave with pay, and a little fervid oratory built up his needed force quite rapidly. It also shut down about seventy-five square miles of farms."

Want Auto Truck Drivers.

The War Department has created a motor transport corps which will control all motor vehicles in the army. Each American army will require 154,747 men, and by the time 4,000,000 troops are landed in France nearly 500,000 men will be engaged in motor transport work. At the present time the corps has an average of 1500 trucks working in convoy trains in this country and they travel an approximate distance of 100,000 miles every twenty-four hours. These trucks do not include those employed in army posts and cantonments and carry freight from every section of the country. In France they are doing similar service.

Men qualified to drive motor vehicles are needed by the thousands, and the War Department asks those interested to write to the chief of motor transport corps at Washington for information. This also applies to men who now have deferred classification.

WATCH THESE ISLANDS.

The announcement is made that the Japanese government has decided to institute civil administration in the South Pacific islands now under Japanese military occupation. Simply as a temporary measure of administration, this is of course very proper. The islands can be administered with less trouble by civil than by military officials. But as the beginning of a system which may easily become permanent it is a challenge to the attention of America.

These are precisely the islands in the Pacific which ought to belong to the United States. They would have been acquired at the same time as the Philippines except for a piece of sharp practice on the part of the Spanish commissioners, who pretended they were not for sale and then proceeded to sell them to Germany as soon as the treaty was signed. We, of course, lost our rights to them then, unless this incident may be held to constitute a residuary option of purchase. And no one has any right to them now except Japan.

They are, however, of no strategic value and of very little commercial value to Japan, while they are of great strategic value and of some incidental commercial value to us. They are precisely the islands which dominate the route from Hawaii to the Philippines. We could therefore afford to pay for them a price in money or in kind which Japan could very well afford to accept. We could afford to surrender American Samoa to England in order to clear the condition in the Pacific south of the equator for uninterrupted British or Australian occupation, and Japan could afford, for a consideration, to clear the Pacific tropics north of the equator on the pathway between Honolulu and Manila for us. That consideration could be in money, to cover Japan's expenses in taking and holding the islands, and it could be, by the consent of all the Allies, in land in Manchuria or elsewhere, where it would give opportunity for Japanese expansion. At any rate American statesmen ought not to lack the foresight which Japanese statesmen are showing in making preparations for the future of these small but strategically important islands.—Fresno Republican.

AFTER-WAR CONDITIONS.

(Continued from Page 7.)

But a market within the country can be created that will be entirely free from these dangers. This home market is not to be developed by shutting out foreign goods, as protectionists have proposed, but by increasing the consuming power of our people.

It is a matter of common knowledge that as man's income grows his expenditures increase. The experience of the immigrant in this country is typical. Without capital, ignorant of the language and ways of the country, and accustomed to a lower scale of living, he accepts the commonest labor at the lowest wages. He crowds his family into one or two rooms in as dilapidated a building as the city will permit to stand, and gives them the cheapest food and clothes. His household furnishings are pitiably meager and comfortless. That this condition is due to necessity and not to choice is evident from the fact that no sooner has his income increased, through greater efficiency and the aid of his children, than he moves to a larger apartment. As his income continues to grow he moves to a better neighborhood, furnishes his home with comforts, and supplies his family with better food and clothing. The younger members seek more education and acquire a culture and refinement that were denied their parents. This is not a rare exception; it is the rule. As the laborer's wages rise his expenditures multiply.

Here is the market for the products of the labor that will be made available at the close of the war. Health boards tell of vast numbers of under-nourished school children. Settlement workers show how many families are in want of sufficient food and clothing. And social surveys have laid bare the mean and abject conditions of countless families in city, town and country. Above these are more families who though blessed with the necessaries of life would appreciate the simpler luxuries. These potential demands become actual the moment wages are increased. But how shall this be done?

A builder may say: "I will put up new apartment houses on this vacant land; then these families living in one or two rooms will have comfortable homes. The material I use will help business, and the men I employ will distribute wages." But the lot that has lain unused for years is owned by a man who demands a price so high that the builder would have to pay wages lower than workmen will accept, or charge a rental higher than poor families can pay. And the building is not put up. An engineer may say: "I will develop this water power, and furnish a force so cheap that all products can be sold at lower prices, which will increase consumption and multiply the demand for labor." But he finds the unused water power is owned by some one who asks an impossible price. A capitalist may say: "I will develop this mineral land, and supply more coal, iron, or copper; it will employ labor and furnish cheaper materials for other industries." But the undeveloped mineral lands are owned by some one who demands a forbidding price. An unemployed workman may say: "I will till a bit of this unused farm land, and raise some food for those hungry city families as well as for myself." But when he attempts to apply his idea he finds that the unused land belongs to a man who asks for it more than it is worth. So he goes into the labor market and depresses wages, while the hungry children remain unfed.

There is only one thing necessary to give employment to all labor at high wages, and satisfy all reasonable wants: Put to use the idle lots, mineral lands, and farm lands. This cannot be done under present conditions. The price is prohibitive, and every increase in demand raises the price.

What are the statesmen, publicists, and leaders of public opinion going to do to meet the situation?—The Public.

A health and efficiency campaign is being conducted among the shipyards of Portland by the health and sanitation section of the United States Shipping Board. This work looks toward sanitation in the yards, in housing quarters, and also guards against the social evil, the Shipping Board holding that fitness of men physically is as necessary in the shipyards as in the Army.

ROUGH TREATMENT.

EDITOR, SEAMEN'S JOURNAL:

On September 3, four union men (Larsen, Scully, Petersen and MacInnis) and two United States Shipping Board men signed articles as A. B.'s to go to Quebec, Canada, to join the S.S. "Lake Pearl" and bring her to Boston. We left Boston that night at 8:30, arriving aboard the ship on the following day. The crew that brought this ship down from the Lakes was paid off after we got on board and we learned that coming down from the Lakes she carried two wheelsmen and six deck hands. This was subsequently borne out by her inspection certificate which called for eight seamen. The two Shipping Board men were made quartermasters, leaving us four union men to do the deck work. Before heaving up that evening we went to the mate and told him we were short-handed and asked him if he would pay the customary short-hand money. He said he would. On September 5 the ship anchored off Fathers Point, Quebec. When the afternoon watch (Larsen and MacInnis) went on deck the mate ordered them into the coal bunkers to trim coal, and when they refused he threatened them with handcuffs. They went into the bunkers and trimmed coal for three hours. There was no shortage in the fireroom force, and as the ship was anchored it is hard to understand this action of this mate.

On September 6 Ole Larsen was so sick he couldn't turn to, MacInnis keeping the watch on deck during the day and the look-out at night. On September 7, afternoon watch, while keeping lookout on bridge the mate ordered MacInnis into bunkers to trim coal. He worked about half an hour when he had to knock off as he was feeling ill. We arrived at Sydney, Cape Breton, on Sunday forenoon, the 8th, and anchored. By this time three seamen, a quartermaster, an oiler and two firemen were under the weather. We asked for a doctor. We helped to dock the ship early that afternoon. Larsen was not fit to go on deck, but he went. That night at 9 o'clock the second mate ordered us to turn to and take off hatches. We refused, as the three of us were too sick. Monday, the 9th, we were unable to turn to. The doctor came aboard in the morning and looked us over. Scully's body was broken out in a sort of rash. The doctor gave Larsen a few pills and MacInnis some medicine. Nothing was done for Scully. Tuesday, the 10th, at 5 o'clock in the morning, the captain came aft to turn us to. He said he had a letter from the doctor stating that two of us (Larsen and MacInnis) were not sick, but Scully was. We asked him why the doctor had given us medicine if we were not sick and had not given any attention to Scully, who was very sick. The captain made all kinds of threats as to what he would do to us if we didn't turn to and get the ship ready for sea. MacInnis turned to first and then Larsen. Larsen was a very sick man and should not have been compelled to work. That night while at sea the quartermaster was taken bad and MacInnis took his trick at wheel from midnight until 4 and the 8 to 12 morning of Wednesday, the 11th. We arrived at Halifax that afternoon. On Thursday, the 12th, a United States Navy doctor came aboard and ordered Seaman Larsen and Quartermaster Slinger ashore to the hospital. He told Scully that he had had the measles.

Bear in mind that Larsen was one of those whom the doctor in Sydney said was not sick. With the loss of these two men we now had only four men on deck. We left Halifax that evening and arrived at Searsport, Me., just before noon on Saturday, the 14th, and anchored. One of the firemen was taken from the ship and sent to a hospital in Belfast, Me., where he died the following day. He also was one of those whom the doctor in Sydney said was not sick. On Tuesday, the 17th, the ship docked and Seamen Scully, Petersen and MacInnis claimed their discharge. The mate then refused to pay them the short-hand money which in Quebec he said would be paid.

The captain's name is Albert Smith. The ship is operated by the Coastwise Transportation Company.

ALEXANDER S. MACINNIS,
Member of Eastern and Gulf Sailors' Association.

Boston, Mass., Sept. 27, 1918.

MAMMON IS MERCILESS.

Speaking of the Supreme Court decision declaring the so-called anti-child labor law unconstitutional, the New Republic remarked:

"Whatever the comparative force of the two opinions (majority and minority) the effect of the majority decision adverse to the law cannot fail to be injurious both to the welfare of the American people and to the prestige of the Supreme Court."

In passing it might be said that a study of the history of Supreme Court decisions would at least have spared commentators like the able New Republic any surprise. The Dred Scott, Danbury Hatters and like decrees, for example. The recent decision re-establishes the sacredness of States' rights and with these rights go the continued privilege of the posterity of a slave oligarchy to exploit and stunt childhood of America. Sedition laws protect the Supreme Court from criticism. But as five members of this august body by their decision put "States' rights" on one side of the "scales of justice," we should at least be permitted to remind these jurists of a picture that hangs on the other side.

The chapter, "The Crimson in Cotton" in the book entitled "Children in Bondage," is eloquent in its description of conditions that make laymen hot with indignation. Read it:

"For a day or a night at a stretch an army of unprotected little ones do some one monotonous thing—abusing their eyes . . . dwarfing their muscles . . . befouling their lungs by breathing flecks of flying cotton. . . . And these are not the children of recent immigrants hardened by the effete conditions of foreign servitude. Nor are they negro children who have shifted their shackles from field to mill. They are white children of old and pure colonial stock. Think of it! Here is a people that has outlived the bondage of England; that has seen the rise and fall of slavery—a people . . . that must see their latest born drag on in a base servility that reminds us of the Saxon churl under the frown of the Norman lord. For Mammon is merciless."

The book is compiled by Judge Ben Lindsey, Edward Markham, the poet, and George Creel and its contents taken from Government and State records. It is a picture of America's shame regarding the welfare of its children.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Colored musicians in Baltimore have organized and are affiliated with the bona fide trade union movement.

Foundry employers of Marion, Ohio, have refused the wage demand of Iron Molders' Union No. 386 and have also refused to arbitrate the question. Now the men are on strike and the employers talk of "interfering with war production" because these workers demand rates that will meet increased living costs.

The Utah State Federation of Labor convention declared for a women's minimum wage law. Officers were instructed to urge legislation that would prevent private insurance companies from selling liability insurance in Utah. Private employment agencies were condemned and the law making body will be asked to legislate them out of existence.

The attempts of certain interests to curb a free press were condemned by the Massachusetts State Federation of Labor convention. Equal pay for women where they do the same work as men was urged and Congress will be asked to provide railroad mail clerks with a standard work day. A conference of central bodies will be called in the near future to discuss after-the-war problems.

According to the Labor Review a bunch of non-union street car men have broken all records. When the union car men struck this handful of company men stayed in. The strikers won and the National War Labor Board awarded them wage increases, which included the non-unionists, who accepted the raise and then asked the labor board not to recognize the Street Car Men's Union.

Members of the Typographical Union employed in commercial shops at Detroit, Mich., have received the big end of an arbitration award and their wages are increased from $25 to $29 a week. The union first demanded a 25 per cent. increase. The employers granted a 5 per cent. raise and agreed to arbitrate the remaining 20 per cent. difference. The printers accepted and Judge Wilkins, with his 16 per cent. award, nearly approached the typos' original demand.

Organized moving picture operators in Los Angeles are charged with "hampering the war." Theatrical managers want to employ women, thereby releasing man power, but the operators, they say, object. Now the operators are unkind enough to expose these "patriotic" managers by showing that they would employ the women at a lower rate and without any apprenticeship, to the danger of every one in these theaters, as proved by frequent fires in houses where amateur operators are employed.

The Best Steel and Casting Company at Stonehurst, Cal., has granted the eight-hour day, wage increases and double time for overtime to its foundry employes. Wages of casting chippers are advanced 55 cents a day. The company made these grants when over 100 of its employes joined the Foundry Employes' Union No. 54. Many of these workers were former members of the union but accepted their employer's promise to "protect their interests." It seems that the company has been busy with other matters and the workers concluded to help themselves.

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912,

of The Seamen's Journal, published weekly at San Francisco, Cal., for October 1, 1918.

State of California,
County of San Francisco—ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared S. A. Silver, who, having been duly sworn according to law, deposes and says that he is the Business Manager of The Seamen's Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of— Postoffice address—
Publisher, Sailors' Union of the Pacific, San Francisco, Cal.
Editor, Paul Scharrenberg, San Francisco, Cal.
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Business Manager, S. A. Silver, San Francisco, Cal.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)

Sailors' Union of the Pacific, San Francisco; not a corporation. Principal officers of the Sailors' Union: Andrew Furuseth, Secretary, San Francisco; John H. Tennison, Assistant Secretary, San Francisco.

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Flohten, James	Pedersen, Alf.
Frohne, Robert	Rahlf, J.
Hedrick, Jack	Risenius, Sven
High, Edward	Rosenblad, Otto
Helander, J. F.	Swanson, G.
Heyn, Th.	Svenson, Gustaf
Jansson, John	Torin, Gustaf A.
Jansson, J. A.	Thompson, Alex.
Johanssen, John F.	Valfors, Arvid
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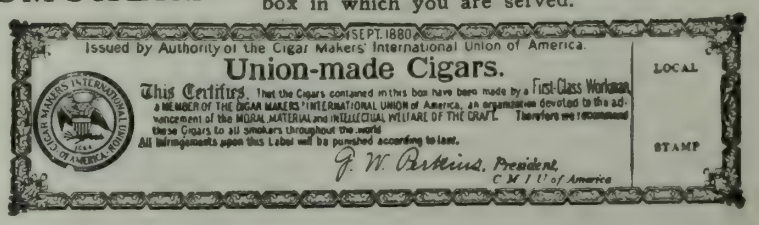

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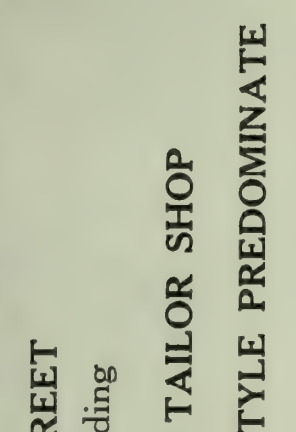

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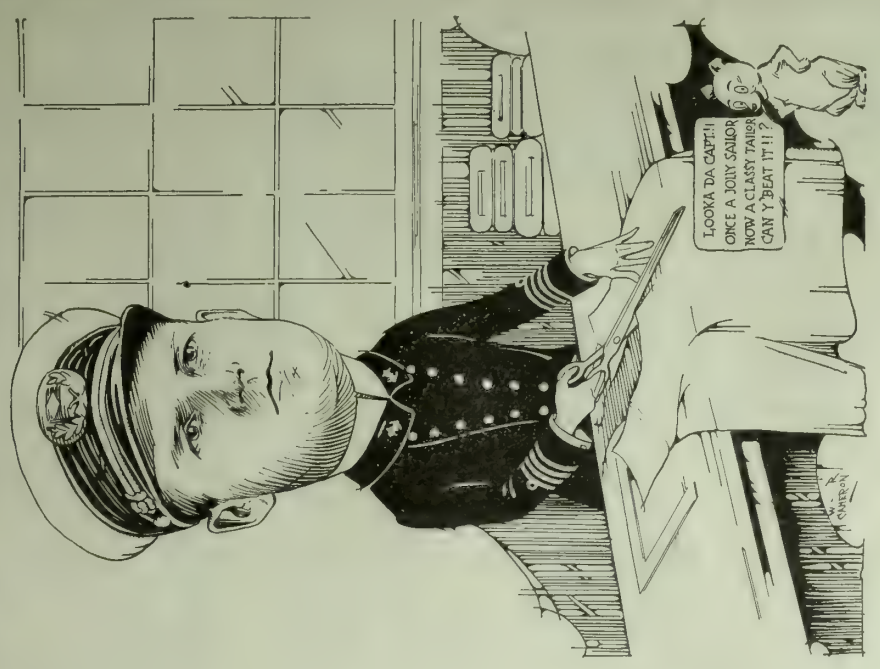

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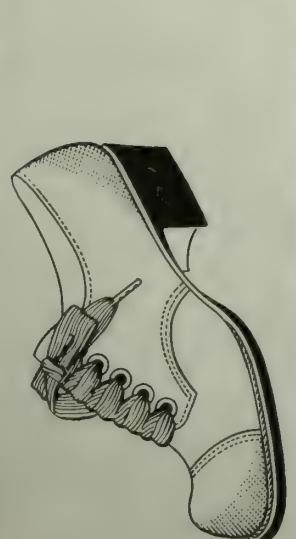

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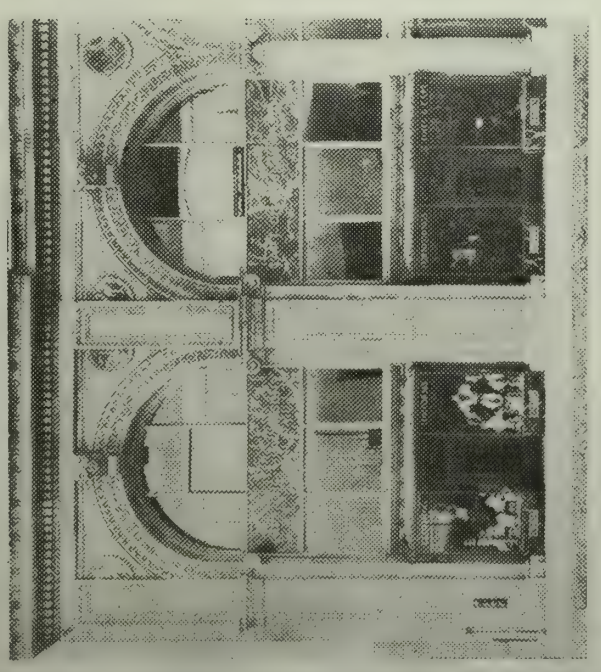

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Home News

The Emergency Fleet Corporation, Philadelphia, is having plans prepared for the erection of a number of new buildings to form a community center near Gloucester City, N. J., for employes of the shipbuilding plants in that vicinity. The structures will include apartment houses, dwellings, store buildings, school house and other buildings.

Under an executive order just announced, the President authorizes the placing of war supply contracts with the heads of prisons and reformatories at prevailing prices, and directs that prisoners engaged on such contracts shall receive wages corresponding with those paid for similar work in the vicinity. Congress already has provided for industrial plants at some Federal prisons.

Only a month's supply of gasoline remains in the country at the present rate of consumption, according to a statement to the Senate by Fuel Administrator Garfield. Objection was raised in the Senate to the fuel administrator's recent request that the Sunday use of pleasure automobiles be discontinued. In defending this action, Mr. Garfield said there will be a deficit this year of 1,000,000 barrels of gasoline.

The United States Senate on October 1 refused to grant the request of the President that the woman suffrage resolution be passed as a war measure. After five days of bitter debate, corridor conferences and cloakroom negotiations, the Susan B. Anthony Federal amendment resolution, enacted by the House last January, received on the final roll call two votes less than the necessary two-thirds majority. Fifty-four Senators were recorded for it and thirty against it, with twelve absent and paired.

A system of Government-owned deep sea-level canals extending from Massachusetts to the South Atlantic States is recommended in a report submitted to the Senate by Secretary Redfield in rsponse to a resolution adopted last July. Such action would not only be of wide commercial value, but would be of great military value as well, said Secretary Redfield in a letter accompanying the report. Permanent acquisition by the Federal Government of the Cape Cod and the Chesapeake and Delaware canals and their prompt improvement, as well as the early construction across New Jersey of a sea-level canal having a minimum depth of 25 feet, is recommended. The Cape Cod canal is being operated now by the Railroad Administration.

The House of Representatives has accepted the Senate's prohibition amendment to the Food Stimulation bill, and the Nation will become dry on June 30 next and remain so until the American forces are demobilized, if the action of Congress is approved by President Wilson. The vote in the House was 171 to 34. The amendment as finally passed provides that after May 1, 1919, and until the termination of demobilization, "no grains, cereals, fruit or other food product shall be used in the manufacture or production of beer, wine, or other intoxicating malt or vinous liquor for beverage purposes"; that after June 30, 1919, and until the termination of demobilization, "no beer, wine, or other intoxicating malt or vinous liquor shall be sold for beverage purposes except for export."

Domestic and Naval

Secretary of the Navy Daniels has officially removed the name of the collier "Cyclops" from the register of the Navy.

Edward F. Cullen, president of the Cullen Barge Corporation, of New York, announces that this concern has fifteen barges under construction. These boats range in capacity from 1000 tons to 2500 tons each. Several of them will be launched before the end of the present month and will be in commission by the end of the season. The boats are being built at Rondout, on the Hudson, and will be used for carrying grain, coal and merchandise from Buffalo to Boston by the Erie Barge Canal and the Hudson River.

A huge dry dock, where ships damaged by U-boats will be reclaimed, is said to be planned for the property of Ichabod T. Williams & Sons, lumber dealers, at Stapleton, S. I., just leased by the Government for a term of twenty years. The tract has a water frontage of 1500 feet, and includes everything from the Tompkinsville line to the landing at Stapleton, excepting the Brady property. It is understood that about $1,300,000 has been appropriated for the improvement of the land. Recently the Government took over the plant of the Merritt & Chapman Derrick and Wrecking Co., in Bay street, Stapleton.

Preparations are being made to lay the keel of the first of ten oil tankers to be built by the Terry Shipbuilding Corporation, Savannah, Ga., for the Emergency Fleet Corporation. The contract for the ten tankers is understood to represent a total of about $16,000,000, the cost of each vessel being $1,600,000. The Terry concern has also been awarded a contract for the building of two floating dry docks, each with a capacity of 10,000 tons. The estimated cost of each dry dock will be slightly in excess of $1,000,000. One of these floating dry docks will remain in Savannah, while the other will be towed to some other port.

Success continues to mark the precautions taken to protect shipping off our coasts and waters adjacent, and there is every reason to believe that U-boat effectiveness "over here" has been in large part if not wholly eliminated. Sinkings in other sections of the war zone although still a matter of record, show no tendency to increase, but rather the reverse. A gratifying feature in this latter connection is the knowledge that in several instances the vessels attacked and wounded have been able to make port or be beached in locations permitting ready salvage for repair and early recommissioning.

In order to adequately handle the ponderous overseas mails augmented by the transportation of nearly two million soldiers to Europe, the United States Government has taken over North River Pier 86, at the foot of West Forty-sixth street, New York, and will at once establish a sub-postoffice there. This announcement was made during the week by Major Thompson, supervisor of overseas mail. Pier 86, North River, was recently constructed by the city at a cost of more than $4,000,000, and is considered the most modern structure of its kind in the country. It is 150 feet wide and about 1500 feet in length. Originally it was intended for transatlantic steamship service.

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Assets	$59,397,625.20
Deposits	55,775,507.86
Reserve and Contingent Funds	2,286,030.34
Employees' Pension Fund	284,897.17

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Andersen, John
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Andersen, Nils F.
Andersen, Rasmus
Anderson, Andrew
Anderson, Albert
Anderson, Carl J.
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Andersson, Sture
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Ask, Alfred E.
Ask, Lorentz
Auckland, Gus
Azarov, Daniel

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Backman, A. -2055
Bahn, C. F.
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Baumiller, Carl H.
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Berg, Sigfrid
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Blixt, Gus
Blomgren, Carl A.
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Borgesen, Oscar
Borjesen, L.
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Brevick, Johan
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Brunwald, Harry
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Bye, Kristian

Calem, Anthony
Call, Fred
Carlsen, Albin
Carlsen, Severin
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Carlson, Warner
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Christensen, Fredrik R.
Christensen, Otto
Christensen, Victor
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Christofferson, Gunval
Clausen, Louis
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Conolly, Obert
Corson, Geo.

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Dahlstrom, G. M.
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Engellen, D. A.
Engstrom, Ben.
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Erickson, Nils
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Etherton, Ward
Ettrup, Jens
Evensen, J. L.
Eversen, Petter

Fagerberg, Ivan
Fagerlie, Odell
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Felsch, William
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Fjellman, George
Flem, Knut
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Fritz, Henry
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Frost, Peter

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Gonzales, Francisco
Graham, Walter F.
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Gustavsen, Anton
Gussum, Joe
Guthrie, R.

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Hill -1387
Hill, — -2030
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Holmstrom, D. B.
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Meyer, Hans
Mattas, Nicolai
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Nilsson, Reinholt
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Zeaberg, Jack

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Johnson, Guman E.
Johnson, Herman
Koski, Juho
Larson, John W.
Lauritsen, Ole
Mattesen, Hans
Mattson, Johan H.
Nail, Elijio
Navano, Casinino
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Nordstrom, Gustaf E.
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Pederson, Carl
Root, Fred
Sandell, John A.
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Johanson, Chas.
Johanson, Hans
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Larsen, Olof
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INFORMATION WANTED.

Any member of the crew of "C. S Holmes" who was present when Gust Fondahn was hurt near Cape Flattery when in tow of "Goliath" on the 3d of January, 1913, will please communicate with Attorney S. T. Hogevoll, 627 Pacific Building, San Francisco, or with F. R. Wall, Merchants Exchange Building.

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Krane, I. I.	Pettersson, -1287
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Why favor the incompetent or derelict slacker?
Vote NO
ON AMENDMENT
No. 21
Joint Committee, Cal. Dental Associations

News from Abroad

Prisoners in Germany, including American prisoners, are said by a young French corporal, lately escaped from Germany, to be badly treated and poorly fed. Starvation would be general among them but for the food-parcels sent from America.

Austrian shipping companies are reported to be negotiating the sale of two steamers lying in the Black Sea to Turkish shipowners. The vessels are the Armiathea, 3,891 tons, price ten million crowns; and the Bithynia, 3,121 tons, price seven million crowns.

President Irigoyen has asked Congress to adopt a law appropriating 80,000,000 pesos to increase the size of the Argentine Navy. The first additions are to be cruisers of the latest design, submarines, and hydroaeroplanes. Important naval bases are to be established at Mar del Plata and Puerto Madrin. The proposed law also authorizes Governmental acquisition of Argentine's merchant marine for trading purposes with America and Europe.

Two large shipbuilding plants are being erected in Southern Chile. They will be ready for operation this month, and the building of wooden vessels will begin immediately. The new shipyards are being constructed at Lianao. The wood to be used in shipbuilding is native timber—Chilean oak, spruce and other woods. The machinery for the new vessels will be bought in the United States if it is possible to get it there, otherwise the builders will get it from Antofagasta.

A Spanish royal order just published authorizes, in addition to special permits previously granted, the exploration until the end of the current year of 20,000,000 kilos of olive oil, one-half of which shall be allotted to North and South America, according to a cable from Consul General Hurst, at Barcelona. An export duty of 30 pesetas per 100 kilos will be collected before shipment, and all containers must be engraved or otherwise indelibly marked with trade label, registered or not, showing Spanish origin of the oil.

Interest paid the American Government by the allied countries on war loans now amounts to about $10,000,000 monthly, and within a year is expected to reach $40,000,000 a month. This was disclosed by U. S. Treasury Department officials, who said a few thousand dollars still is due from the Russian Government from the $187,000,000 advanced earlier in the war, but this would be paid as soon as some accounting difficulties are straightened out. Approximately $110,000,000 in interest has been paid so far by allied governments. Current loans are made at 5 per cent.

A spirited piece of salvage work was recently performed on the Yangtse by the Standard Oil Co. river steamer "Meitan." The U. S. gunboat "Palos" had struck a reef ten miles above Ichang, being badly holed forward, and her engines damaged. The "Meitan" got her off, and brought the "Palos" lashed alongside safely into Shanghai, the distance of 976 miles being covered in 81 hours. The feat is the more creditable as the "Palos" had her pumps hors de combat, and the "Meitan" had to use her own during the whole time to keep the water in the gunboat under.

With the Wits

Not His Function.—"I want to know," said the grim-faced woman, "how much money my husband drew out of the bank last week."

"I can not give you that information, madam," answered the man in the cage.

"You're the paying teller, aren't you?"

"Yes, but I'm not the telling payer."
—Boston Transcript.

At the Peace Conference.—"Judge," said the man at the bar, "there's no use of you trying to square this thing up. My wife and I fight just so often and just so long, and we can't help it. So there you are."

"And about how long do you keep it up?" asked the judge.

"About two weeks, judge."

"All right. I'll give you fifteen days in jail; in other words, you are interned for the duration of the war."
—Richmond Times-Dispatch.

Sweet Alice's New Job.

Oh, don't you remember sweet Alice, old sport,
Sweet Alice, so languid and pale,
Who shuddered aghast at the mention of work,
And fainted at sight of a snail?
On a fertile farm in the valley, old sport,
Far removed from the big city's thrall,
There are all sorts of lassies at back-breaking tasks,
And sweet Alice works hardest of all!

—Syracuse Herald.

The Missouri Mule Abroad.—A long and patient but vain effort on the part of a khaki-clad driver to induce a mule, drawing what appeared to be a load of laundry, through the gateway of a local hospital afforded considerable amusement to the boys in blue who were watching the proceedings. The mule would do anything but pass through the gateway.

"Want any 'elp, chum?" shouted one of the boys in blue to the driver, as he rested a moment.

"No," replied the driver, "but I'd like to know how Noah got two of these blighters into the Ark!"—Tit-Bits.

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VOL. XXXII, No. 6. SAN FRANCISCO, WEDNESDAY, OCTOBER 16, 1918. Whole No. 2508.

WHY AN EIGHT-HOUR WORKDAY?

Principles of the Shorter Workday Lucidly Defined.

An opinion and an award just rendered by Mr. Walter Clark of the North Carolina State Supreme Court, acting as an umpire for the National War Labor Board, is of more than ordinary merit because it lucidly defines the principles of the eight-hour work day.

Incidentally, the opinion furnishes a clear and concise reply to those spokesmen for reactionary employers who are still attempting to delay the universal acceptance of a basic eight-hour day in all industries.

Mr. Clark's opinion and award follow, in full:

Interpretation of An Agreement.

This case has been submitted to the National War Labor Board upon the following "Agreement entered into between the members of Local Union No. 364, International Molders' Union of North America, and the Foundrymen of Wheeling and vicinity."

First—That eight (8) hours constitute a day's work for all Molders and Coremakers.

Second—That the wage rate be six dollars and fifty cents for the basic eight (8) hour working day.

Third—All overtime shall be paid for at the rate of time and one-half.

Fourth—Sundays and legal holidays, as provided for in the constitution of the I. M. U. of N. A. (viz., Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas and New Year's Day) be paid for at the rate of double time.

The only controversy presented is as to the meaning of paragraph 1.

It is clear that that paragraph standing alone would mean the eight (8) hour working day, beyond which the employes cannot be required or permitted to work. Upon the principle that the whole of an agreement should be construed together so that no part shall be invalid, section 2 cannot be held as substituting a basic eight (8) hour day for the actual eight (8) hour day provided by section 1. It is not reasonable to suppose that the employes having agreed upon an eight-hour day, should by the next rule repeal it, by substituting a ten or twelve-hour day for extra compensation.

Camouflaging An Eight-Hour "Rule."

The basic eight-hour rule is not an eight-hour day at all but simply a wage agreement. If the eight-hour day is extended to ten hours then the 50 per cent. added pay for the two extra hours in effect is an agreement to pay eleven hours' wages for ten hours' work, an increase of 10 per cent. It was doubtless thought that the extra 50 per cent. for the extra hours would discourage requiring extra hours, but this has not been the result in all cases, for in some plants ten hours from day to day, every day, has been exacted, and in others even thirteen hours a day has been known to be required. The object of the eight-hour law is to protect the health and lengthen the lives of employes, which would be seriously compromised by an excessive length of the day's work.

It has been seriously contended that the "principles" adopted by this board deprive it of jurisdiction to enforce an actual eight-hour day. Those principles, however, specify that in all cases in which existing law does not require the basic eight-hour day, "the question of hours of labor shall be settled with due regard to governmental necessities and the welfare, health and proper comfort of the workers."

President Wilson, in his address before a joint session of the two houses of Congress August 29, 1916, said that "The whole spirit of the time, and the preponderant evidence of recent economic experience spoke for the eight-hour day. It has been adjudged by the thought and experience of recent years, a thing upon which society is justified in insisting as in the interest of health, efficiency, contentment and a general increase of economic vigor. The whole presumption of modern experience would, it seemed to me, be in its favor, whether there was arbitration or not, and the debatable points to settle were those which arose out of the acceptance of the eight-hour day, rather than those which affected its establishment. I, therefore, propose that the eight-hour day be adopted by the railroad managements, and put into practice for the present as a substitute for the existing ten-hour basis of pay and service." And he recommended "the establishment of an eight-hour day as the legal basis alike of work and of wages in the employment of all railway employes who are actually engaged in the work of operating trains in interstate transportation." Congress enacted what is known as the "Adamson Eight-Hour Law" in consequence.

The Federal Eight-Hour Record.

Previous to that time the Federal eight-hour law, approved June 19, 1912, limited "the hours of daily service of laborers and mechanics employed upon work done for the United States, or for any territory or for the District of Columbia," to eight hours and provided that no laborer or mechanic so employed should "be required or permitted to work more than eight hours in any one calendar day, upon such work."

Judge Alschuler, in his decision in the Packing House case, quotes the above expression of the President, and says: "The public policy of the eight-hour workday has been given oft-repeated sanction by legislation in the majority of the States, as well as by Congress through enactments of various kinds too numerous for specific mention," and quotes the unanimous report of the President's mediation commission on January 9, 1918, which declared "The eight-hour day is the established policy of the country." He further said: "The voluminous evidence adduced at the hearing in support of the contention for the eight-hour day is in the main logical and convincing, and it is particularly to be noted that insofar as concerns the general principle of the eight-hour day no evidence to dispute it was presented. Indeed on behalf of the employers it was repeatedly, openly and frankly admitted that a workday shorter than the ten-hour day was desirable. On behalf of the employers and in the presence of their superintendents it was freely stated that they all believed in a shorter workday; that they had said so, and that there was no room for argument about it." There is a vast body of experience that a ten-hour day shortens the lives of the employes, injures their health, and that in point of production there is an increase by the substitution of eight hours for a longer period. Even if this were not true as to one day, the accumulated fatigue of working more than eight hours for a series of days reduces the production below the quantity produced by strict adherence to that limit.

Greater Production Under Eight-Hour Day.

Especially is this so as to the molder's occupation, the life of whom, working at nine or ten hours per day, subject to the heat and noxious fumes, is said to average not more than fourteen years. In work of this kind, there can be no doubt that greater production will be had by the working of an eight-hour day than by working nine or ten hours.

It is not conclusive, though a subject for consideration, that the majority of the other shops in Wheeling and vicinity are working on a nine-hour basis. All betterment has come by improving conditions, and not continuing them when bad. Improving conditions is the object of this proceeding.

The subject of an eight-hour day is not new, but has been discussed by the general public, by writers and public men and governmental officials for many years. The first act for an eight-hour day was passed by Congress in June, 1868, and provided "Eight hours shall constitute a day's work for all laborers, workmen and mechanics who may be employed by or on behalf of the Government of the United States." This act proved ineffective because, for some reason, Congress had failed to impose any penalty for violation of the act. More effective laws on the subject were passed and were approved August 1, 1892, June 19, 1912, and in the Amendment to the Naval Appropriation Bill, approved May 3, 1917. The latter amended the Statute which had authorized the President to suspend the eight-hour law "whenever Government necessity required it," by providing that while the President in an emergency could suspend the eight-hour day in such case, the basic eight-hour day should obtain and overtime should be paid for at no less than time and one-half.

Since that time the President has acted in conformity with the act but his suspension applies only to the prohibition of working more than eight hours, and does not require it. It is still open to the employes to decline to work longer than eight hours, and in event of a difference with their employers to submit the matter to the National War Labor Board.

Industries With An Eight-Hour Workday.

The railroad employes, from coast to coast, nearly 500,000 in number, are now operating on the basis of the eight-hour day. The same is true of the coal-mining industry, the packing industry, the news print industry, the garment industry, in Government construction, and in the lumber mills and saw mills of the great Northwest.

It may be that there are industries where it is still necessary to use a longer workday than eight hours during the duration of the war, but it does not seem that in consideration of the conditions that more than eight hours should be

exacted in the work that a molder has to perform.

It is the consensus, as President Wilson stated, of students of the subject, that the maximum production is to be had by the adoption of the eight-hour day; and that the preservation of the health and the lives of the employes will be promoted by that limitation.

The employers have, as a rule, patriotically given full aid to the prosecution of the war by placing their splendid plants and their highly skilled chiefs at the service of the Government. The employes, as a rule, have also, with the same patriotism, yielded the eight-hour limitation wherever it has been necessary to speed up production for the Government. The former have received great increase in profit. The latter have contributed an increase in the hours of labor, and vast numbers of men to fill our armies. The former have received from the Government; the latter have given to it. They should not be asked to do so, beyond the necessity of the occasion.

The "Census of Manufactures" for 1914, page 482, shows more than 7,000,000 industrial employes, of whom not more than 12 per cent. were under the eight-hour day. This number has since been increased considerably, but not as rapidly as would have been the case, but for the emergency of the war. Statistics also show that while Australia and New Zealand have frankly adopted the eight-hour day limit in all their industries, in this country the average is still above that figure. This is largely due to the fact that in the southern mill industry the limit is still sixty hours per week and in the northern mills fifty-four hours.

This, however, is no reason why more than eight hours should be required of the molders, whose trade exacts greater fatigue and exposure to noxious and dangerous fumes.

That the country has not yet reached the eight-hour day in all cases is no reason why in this case it should not be upheld. Indeed it may be well considered that as the world, and especially all free countries, are "on their way" to the adoption of the eight-hour law, might it not be for the interests of the employers frankly to accept it, and avoid the constant struggle for its attainment by settling the question, once for all?

When industries were on a small scale and the employer and the employe worked together, face to face, the fellow-servant doctrine was created by the courts which exempted the employer from liability for injury inflicted upon an employe by the negligence of his fellow-servant, upon the ground that the servant contracted with a knowledge of the character of his co-employes. This became absurd when there were thousands of employes engaged in the same employment, but it has required statute after statute to change the judge-made law which had exempted the employer.

In like manner, until very recently, and until changed by statute, the courts held that if an employe contributed in any degree by his own negligence to the injuries he sustained, he could not recover. For this there has now been substituted by an enlightened statute the provision that the damage shall be apportioned, and that the business shall bear part at least of the loss and the crippled employe shall not bear it all, or his destitute wife and children, in case of his death. For the same reason an employe, one of many thousands, is unable to contract on equal terms, either as to hours of labor, or rate of wages of laborers were fixed by officers ap- of vast numbers of men. The law must step in and require protection in these particulars of its citizens against injury to their health, or shortening of their lives by the fatigue of excessive hours, inadequate wages, and lack of sanitary provisions.

By the introduction of machinery and numerous inventions, production has been increased many fold, in some cases a thousand fold. It is not just that the profit accruing therefrom shall go to the employers alone, without the employes receiving a fair share of the vastly increased profits.

In Pressly vs. Yarn Mill, 138 N. C., 424, it was said by this writer: "The law is not fossilized. It is a growth. It grows more just with the growing humanity of the age, and broadens 'with the process of the suns.' . . . Labor is the basis of civilization. Let it withhold its hand, and the forests return and grass grows in the silent streets. Not so long since, in England, labor unions were indictable as conspiracies. The wages of laborers weer fixed by officers appointed by capital, and it was indictable for a laborer to ask or receive more. There was no requirement that employers should furnish safe appliances, no limitations as to hours of labor, no age limit. With the era of more just legislation in this country and England, and elsewhere, shortening the hours of labor, forbidding child labor, requiring sanitary provisions, and safe appliances, labor has been encouraged, and the progress of the world in a few years has more than equaled that of all the centuries that are dead. Justice to the laborer has been to the profit of the employer. The courts should not be less just than the laws."

While an eight-hour day is stipulated for in paragraph 1 of the agreement, there are emergencies likely to occur when for a brief period that limit may be exceeded. But the protection of the eight-hour day will amount to nothing if it rests with the employer alone to declare the emergency. The 50 per cent. allowed for overtime is too small a penalty in view of great profits that may arise. It is true that what is "an emergency" can be and has been defined. Still it rests with the employer to declare that the facts place the demand within the definition of an emergency. Such emergencies can ordinarily be met by the adoption of the three-shift system or an increase in machinery. It is better that the machinery should be worn out than the bodies of the employes. Man passes through this world but once, and he is entitled in the language of the great Declaration to some "enjoyment of life, liberty, and the pursuit of happiness."

It has been suggested, as some protection against the abuse of constantly exceeding the limitation of hours by the employer declaring in his judgment "an emergency" to exist, that such extra days should be limited to three days in the week. This would only be a very partial remedy, for if the employe is overworked three days in the week his product will not only fall off during those days, but also during the remaining days of the week. A better plan would seem to be a provision that the employer shall appoint a standing committee of two, and the employes a similar committee of two, and as the burden of establishing an emergency is upon those who assert it, the eight-hour limitation should not be exceeded unless at least three members of the joint committee of four agree that there is an emergency justifying working overtime. This would avoid also the objection that if there was only one member of the committee on each side, factious opposition by the representative of labor might prevent operation even when there was an emergency requiring it.

For these reasons the following is

THE AWARD.

The molders employed by the Wheeling Molding & Foundry Co., at Wheeling, W. Virginia, shall not be required or permitted to work more than eight hours within any day of twenty-four hours, except in cases of emergency, and then under the following terms and conditions:

1. Overtime work shall be paid for at the rate of time and one-half for all hours worked in excess of eight hours, with double time for Sundays and holidays.

2. The question whether or not an emergency exists, together with the length of time over which such emergency may extend, and the number of extra hours per day, shall be determined by agreement between the management and the working molders in the shop.

3. For the purpose of effectuating the agreement mentioned in paragraph 2, a permanent committee of four persons is hereby created, two of whom shall be designated by the management of the plant and two by the working molders in the shop, the assent of at least three of whom shall be necessary for permission to work more than eight hours in any day of twenty-four hours.

4. **Interpretation of Award.** For the purpose of securing a proper interpretation of this award, the Secretary of the National War Labor Board shall appoint an examiner, who shall hear any difference arising in respect to the award between the parties and promptly render his decision, from which an appeal may be taken by either party to the National War Labor Board. Pending such appeal, the decision of the examiner shall be binding.

WALTER CLARK, Umpire.

September 16, 1918.

U. S. LOANS TO FARMERS.

During the month of June, $8,343,420 was lent to farmers of the United States by the Federal land banks. The Federal land bank of Spokane leads in amount of loans closed, $1,262,800.

During June 1196 applications were received asking for $5,127,011, and 2516 loans were approved, amounting to $6,793,527.

On July 1 the total amount of mortgage loans placed since the establishment of the Federal land banks was $109,517,308, covering 48,297 loans, distributed as follows:

Spokane	$17,000,555
St. Paul	16,205,000
Omaha	13,264,140
Wichita	12,292,700
Houston	9,807,741
New Orleans	7,646,540
Louisville	6,704,106
Berkeley	6,698,400
St. Louis	7,172,172
Columbia	4,746,513
Baltimore	4,140,500
Springfield	3,851,595

FREE SPEECH.

Right down the ages the Ruling Class has opposed freedom of discussion among the workers. "Down with discussion" has been the number One plank in the platform of every autocrat and despot since humans have been able to talk and write.

The plutes of Egypt, Babylon, Greece, and Rome prevented discussion among the slaves, without respect to either creed or color. Early Christianity saw men crucified or stoned to death because, in the opinion of the Ruling Class of that time, they talked overmuch with their fellow men.

The barons and overlords of the Feudal Age knew the danger of free speech, and made bonfires with the bodies of their victims as a method of enjoining silence. And the Ruling Class of to-day seeks to prevent the mass of the people from enjoying the full freedom of speech, of press, and assemblage.

WHY?

Why does the Ruling Class object to freedom of speech among the workers? Why does a free press bring the cold sweat of terror to the brows of the autocrats? Why does free assemblage strike fear into the hearts of the despots? What have they to fear?

Is it that by free discussion the workers may discuss wrongs and seek to right them? Is it that freedom of discussion will clear the air of doubts, lies, humbug, cant and hypocrisy, and explode the false teachings of the Cunning Few? Is it that with freedom of discussion the despots scent disaster waiting for them around the corner?

If the Ruling Class—the despots and autocrats, and those who safeguard their vested interests—have a righteous and holy cause to pursue in life, what have they to fear? For isn't it the simplest of logic that those who are in the right have all to gain and nothing to lose by freedom of discussion?

But by the same inexorable logic those who are in the wrong have everything to lose and nothing to win by freedom of discussion. The Cunning Few know the danger of free speech, a free press, and free assemblage only too well. They know that, possessing these rights, the leaders of the proletariat can dry up the swamps of ignorance in the minds of the workers, and force Despotism, Capitalism, and False Patriotism to stand naked for the damnable and rotten trinity it is—to be destroyed as soon as it has been distinctly visualized by the unfortunate class it has so pitilessly bled and ruined.

The Master Class, and the political sycophants who do its work, know that with freedom of discussion the brains of the workers are no longer fogged, allowing them to see clearly what stands between them and complete freedom.

It is not without reason, indeed, that the iron fist of Despotism is ever ready to bruise the lips and stultify the mind of Democracy.—The Australian Worker.

"The rights and interests of the laboring man will be protected and cared for, not by labor agitators, but by the Christian men to whom God, in His infinite wisdom, has given control of the property interests of the country."—George M. Baer, mine-owner, during the coal strike of 1912.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

The Cause of Anti-Mexican Feeling.

Ill feeling between Americans and Mexicans along the lower Rio Grande River is kept alive by "pistol toters," Texas Rangers, and other civilian officers who have been permitted to act as trial judge, jurors, and executors. Ninety per cent. of the Americans do not appear to understand and do not seem to care to learn the customs or to respect the ideals of the Mexicans.

The above epitomizes an investigation of border conditions by Emilio C. Forto of Brownsville, Texas, at the request of Colonel H. J. Slocum, commanding American forces on the border. Mr. Forto is an American citizen, speaks Spanish, and has lived in Brownsville for fifty years. He has held the offices of sheriff, county judge, and secretary of the school board of trustees.

"The border Mexican," he says, "is a peace-loving, law-abiding and pleasure-seeking individual. He seeks no one's injury. As a rule he is kindly disposed and ever willing to share his half a loaf with the most abject stranger. Womanhood feels safe in his presence, and the horrible stories of criminal assault so common elsewhere in the United States have no place here. A girl may go about the streets of Brownsville or along the public highways at midnight and feel safe. And since the days of 1860 to 1865, when war was the rule of the day, the number of murders committed here has been 75 per cent. less proportionately than in Dallas, Texas, or other large cities. But in a community 75 per cent. Mexican, there is naturally a tendency to cling to Mexican ideals, customs and manners. Here is where the lack of sympathetic understanding figures.

"Ninety per cent. of the Americans do not appear to understand and do not seem to care to learn the customs or to respect the ideals of the Mexicans.

"The border Mexican as a rule is illiterate and consequently not well informed as to hygienic and sanitary requisites. Twenty-five per cent. of the newcomers usually look upon the Mexican as a filthy, unsanitary and sickly makeshift. They can not, and generally will not, assimilate him. Therefore everything relative to the Mexican and his habits becomes repulsive to the American who has been fed on anti-germ theories for a lifetime. I do not mean this as a comparison, nor do I mean to belittle the American for his beliefs. I merely refer to it as one of the obstacles to fraternal progress and the consequent uplift of a peace-loving people. I would not have the American change his belief, but would wish that he might not condemn the Mexican because the latter has not been educated in the same belief.

"It is an unquestionable fact that the undisciplined Ranger force is responsible for the enmity and friction existing between Mexicans and Americans while they (the Mexicans) have great regard for and maintain friendly relations with the United States soldiers, whom they consider their protectors.

"During the so-called Mexican bandit raids many lives of good Mexicans were sacrificed by Rangers and other civil officers, and the more ignorant and illiterate Mexicans were induced to become revengeful against Americans, and as a matter of fact the soldiers received the brunt of their antagonism and attack while looking after the Rangers.

"It would require a lengthy discourse to place before you the real happenings of the alleged bandit raids in 1915, what brought them about, etc. Suffice to say, they were stimulated by the killing of two brothers from Mercedes on or about July 24, 1915; the lynching of a boy named Munoz at San Benito about the same time; the indiscriminate killing of a father and two sons named Flores in the presence of the wife and mother of ten other surviving children at the Arroyo Colorado, without any provocation whatever, and many others whose names could be secured. The number of victims thus sacrificed by such peace officers assuming the powers of a court of justice will probably never be known, though I understand that Attorney F. C. Pierce holds a list with names of nearly 300.

"From all reports (some from army officers whose testimony is probably available) a campaign of extermination seemed to have begun in those days. The cry was often heard, 'We have to make this a white man's country!' It would not be difficult to establish the fact that many well-to-do natives of Texas, of Mexican origin, were driven away by Rangers, who told them 'If you are found here in the next five days you will be dead.' They were in this way forced to abandon their property, which they sold at almost any price."

Bethlehem Steel Co. Dodges Labor Award

Eugene C. Grace, chairman of the Bethlehem Steel Corporation, has been directed by the National War Labor Board to apply its award of last July, which was to become effective August 1. Because the corporation has dodged the award a delegation of machinists and other trade unionists visited Washington and acquainted the War Labor Board with conditions in Bethlehem. The board cited Mr. Grace, who assured the board that the award would be applied. The steel magnate suggested, in effect, that while his concern could hardly be classed as poverty stricken, stockholders would appreciate higher prices since the Government has insisted on a living wage. Mr. Grace was informed that this is a matter beyond the control of the board.

The award orders the corporation to pay rates equal to those paid by the Government in its arsenals and navy yards. Collective bargaining is also ordered, and the corporation is instructed to select representatives to meet an equal number of employes' representatives to adjust disputes. The board assigned an official to see that this award was complied with.

Archibald Johnson, first vice-president of the Bethlehem Steel Corporation, is mayor

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Recent issues of the Union of South Africa Government Gazette have contained tables showing the retail prices of foodstuffs and other household necessaries (candles, coal, paraffin, soap, clothing) ruling at nine principal centers in the Union of South Africa, and the rise as compared with pre-war prices. The latest data available relate to the month of April. By taking as a standard the estimated expenditure upon the various articles by a family of five persons, it is calculated that the cost of the fixed quantity of food, etc., at the prices prevailing in Capetown in that month was 42.7 per cent. higher than before the war.

Canadian methods of caring for returned soldiers who must be trained to new jobs are superior to those adopted by most of the allied nations, according to representatives of the Department of Soldiers' Civil Re-establishment, who recently attended a conference in London on the after-care of disabled men. Features of the Canadian system which are not found among those in vogue in Europe are the following: Every soldier is interviewed before his discharge with a view to ascertaining his needs; Canada has national and single control of the agencies for the soldiers' training; responsible paid officials direct the work; returned officers and men are used as instructors where possible; occupational therapy is carried on in all military hospitals; long and efficient courses are given to prepare for permanent occupations; employment is found for trained men.

In its Final Report on the "Health of Munition Workers," issued by the Ministry of Munitions of Great Britain, it is stated that up to the present there has been no marked breakdown in the health of women, and valuable preventive suggestions are given. The report says: "It is probable, however, that the strain has been greater than is at present apparent, having been hitherto counteracted and disguised by certain factors, such as improved food and better factory environment, welfare supervision, and the dropping out of the physically weaker. The committee consider that certain conditions of employment are essential if the risk of future breakdown is to be avoided, including short hours of work conveniently arranged, medical supervision (including rest rooms, first aid, etc.), careful selection of workers, good food, a favorable factory environment, with sympathetic management and supervision.

London has its housing difficulties, no less than cities in this country, and a project involving an expenditure of £3,500,000 ($17,500,000) has been suggested as a means of solving the problem. The London housing program is to provide for seven years after the conclusion of peace, during which period abnormal conditions are expected to prevail. The appropriation would be expended at the rate of $2,500,000 a year during this period. The policy recommended provides for building new houses on estates ripe for development, and on sites near insanitary and overcrowded areas. Already the London County Council has available 106½ acres, enough to accommodate 17,000 persons, on the basis of two per room. It is expected that opportunities will develop for the acquisition of other sites in suitable localities. The committee also plans to raze insanitary dwellings and to replace them with more approved structures.

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San Pedro Letter List

Andresen, Hans
Aalto, Harry
Anderson, Sven
Brelen, Hans
Blecha, Alf
Bergh, Borge
Clay, Henry
Collins, Ed.
Eklund, Swen
Ellingson, Billy
Folvig, Ludvig
Fosberg, Leonard
Flotman, G.
Frost, Peter
Gundersen, Fred
Grassen, Joe
Galleberg, Martin
Gunerud, Thorvald
Goffie, Le Wm.
Holmstrom, Fritz
Holmstrom, Hjalmar
Hansen, Adolph
Hakanson, Axel
Hoek, A.
Kakanson, Axel
Hammarquist, Gust
Hausman, Charles
Hoel, Jack
Halvorsen, Harry
Hanson, Aug. -1134
Irmy, Fred
Johnson, Ole
Johnson, Chas. A. -2044
Jonassen, Johannes
Jacobsen, Telegram
Johansen, Fred
Johansson, A. -1874
Johansen, C.
Jensen, Just. H.
Koff, Michael
Kruger, G.
Kallas, M.
Letchford, A.
Lechemus, Bill
Lill, Karl
Larson, Gust.
Lyngnes, Chris
Louis, Jose M.
Miller, John
Mourice, Francis
Monson, Chas. C.
Nordling, Frank
Nurmi, Taini
Norstrom, Hans
Nelson, D. -1099
Olsen, Ole W.
Olsen, Andrew
Pederson, Carl
Pitkin, V.
Peterson, K. E. -903
Pederson, John
Peterson, Hugo
Paterson, C. V.
Pelz, Fritz
Petrow, Fred
Petersen, Aage W.
Quinn, Wm.
Raaum, Harry
Rytko, Otto
Rasmussen, J. A.
Shlieman, F.
Stringer, E.
Seppel, P.
Solvin, O. E.
Steen, Ivar
Suni, A.
Salo, Oscar
Terkki, Arthur
Thornlund, John N.
Williams, Edward A.
Warkala, John
Yeoman, W. E.
Zunderer, Theo

IMPORTANT MAIL QUESTIONNAIRES.

Anderson, Jack John
Clifford, Arthur R.
Danful, Albert
Haggeros, Samuel
Kalnin, Edward
Lonnquist, John
Victor Nilson, Nils Edward
Sandstrom, Oscar H.
Vestergaard, Thomas

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Olof Nilsson, born in Hufvulsvik, Jamtland, Sweden, year 1880, height 5 ft. 8 in., brown eyes, dark brown hair; last heard from in 1909, on board S. S. "Kurrachee," Karrachi, India. Anyone knowing his whereabouts please notify his sister, Mrs. Nels Olson, 1033½ W. First St., Duluth, Minn. 8-21-18-Adv.

The men hereinafter named are requested to call personally or communicate with J. T. Smith, 112 Market St., San Francisco, Cal. Chas. Fraser, W. Holmes, Otto Kanka, Karl Olsen, William B. Pierce, Thomas Wolstenholme. 10-2-18-Adv.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

QUESTIONNAIRES.

Members whose questionnaires are advertised in this column should, in order to comply with the military regulations, immediately notify S. A. Silver, Sailors' Union, 59 Clay Street, San Francisco, to forward same to the port of their destination.

Aalta, Albert
Aalta, Henry E.
Aas, Fridjof H.
Abrahamson, A. W.
Addlesen, Johannes
Anderson, Axel M.
Anderson, Efraim
Anderson, Hans K.
Axelsen, J. H.
Baardsen, Hans M.
Bergstrom, John E.
Blecha, Alf. R.
Bowma, Jan
Brown, Alexander
Burg, John
Byglin, O. O.
Carlsen, Carl
Carlsen, H. C.
Carlson, John A.
Carlson, Julius
Carroll, James P.
Castro, Julian F.
Christiansen, Hans P.
Christensen, Sigvald A.
Dillon, William J.
Edwards, E.
Eschloff, Fred
Eliassen, Elmar
Elnasson, J. E.
Ellison, Morris
Engstrom, Mathias R.
Erickson, Chas.
Erisen, John
Erland, Oskar
Falk, A. F.
Fellman, J. A.
Folvik, C. E.
Fredericksen, J. F.
Friend, Arthur E.
Gerber, L. K.
Gjosund, P. L.
Grannan, G.
Green, M.
Greenitz, John
Grondahl, Armas W.
Gumdeross, Hans C.
Gustafson, J. S.
Hansen, Johannsen
Hansen, B. P. A.
Hanson, Frank
Henrikson, Henry
Hermann, Carl E.
Highland, Daniel
Hinsen, Andrew
Impinen, Frank F.
Isberg, Axel
Jacobson, Alexander R.
Jansson, Karl H.
Jansen, Bernh.
Jensen, Elnar A.
Jensen, Frank
Johansen, Earl
Johnsen, Carl G.
Johnson, B. F.
Johnson, Carl
Johnson, John A.
Johnson, John E.
Kansik, August E.
Kelly, Edward
Kihlstrom, Dom
Koch, Carl
Koffer, Alex
Koski, Juho
Kristiansen, Henry A.
Larsen, Arthur
Larsoe, James P.
Larson, Fingal
Larson, John M.
Lato, Edward G.
Lax, Ernest H.
Lehtinen, Ernest H.
Lendberg, Chas.
Lienbert, Rudolph
Lillberg, Frank
Lind, Carl
Lind, Gustave
Ljung, Lindus
Lokken, Olai K.
Loine, Frank L.
Lund, John A.
Ludwig, Nils H.
Lundstrom, E. W.
Maki, Matt
Makid, Auden
Mannik, K. J.
Mathiesen, Axel
Mattson, John H.
Miller, Christian
Monsen, Haylor
Munch, Huge S.
Nielsen, Hans
Nierni, Job
Nilsen, John A.
Nilsson, Nils H.
Norton, Carl E.
Olsen, Nicolai
Olsen, Claio
Olsen, Angar M.
Olsen, Edward
Olsen, Mandius
Olsen, Ragnar
Olson, Amandus
Olson, Knut
Olson, Waldemar
Olsson, Otto
Osman, John
Ostergard, Frank
Otten, Aksel
Pederson, C. E.
Peterson, Christian
Peterson, Conrad
Pettersen, Elnar E.
Rand, J. E. F.
Rasmussen, R. H.
Rasmussen, L. A.
Rudd, Berger
Roed, Hjalmar
Roffer, Jack
Rontved, O. J.
Sandberg, Theodor
Sawdon, John W.
Schippman, H. C.
Sige, Herman
Stovner, Anders S.
Strasdin, Paul
Strom, Oscar H.
Tanum, Helga
Teigland, Charles
Usar, Isak
Van Keppel, Jo-
Van Vleet, Felix
Walker, James
Wall, Alfred
Wamser, Christian
Wereman, E.
Wilcke, J. W. G.
Wilhelmson, John
Zwart, A.

Pacific Coast Marine.

The boilers of the former steamer "Bear" are still at Eureka, awaiting transportation to China.

Survey of the Shipping Board steamer "Bloomington," launched two months ago from the Hammond shipyards at Eureka, has been completed and the vessel will be in active service soon.

The "Gamma," third ship launched by the Peninsula Shipbuilding Company of Portland, Ore., has ben completed and will be given inspection within a few days. The "Gamma" will be the first ship to be delivered by the Peninsula company.

Fifty-one Scotch marine boilers, worth $1,120,000, are to be constructed by the Willamette Iron and Steel Works. The G. M. Standifer Construction Corporation will receive fifteen of the boilers for five freighters of 9500-ton type for the Emergency Fleet Corporation.

Captain W. H. Logan, representing the London Salvage Association and recently in charge of the salvage operations incident to the stranding of the steamship "Canada Maru," is on a visit to Seattle, but declined to say whether he was here in connection with the libeling of the Japanese liner by the salvors.

To relieve the stress of work that has accumulated in the office of the United States steam vessel inspection service, J. A. Moody of South Carolina, has arrived in Portland to act as assistant inspector of boilers. Traveling Inspector J. J. Meany has been requisitioned as assistant inspector of hulls in the emergency.

Camouflage for wooden ships is no longer necessary, according to orders received by the Emergency Fleet Corporation. It is believed this means that wooden ships—for the present, at least—will not be sent into the war zone. The "Astoria," the first ship launched by the McEachern Shipbuilding Company at Astoria, has been delivered to the Shipping Board, for charter to the Sudden-Christensen Company for operation.

The newly-built wooden steamers "Annette Rolph," "Joan of Arc" and "Georgina Rolph" are to be changed to coal burners immediately, according to Captain N. P. Carlson, who has charge of all Rolph ships after they are launched. The fleet will be placed in operation between a Pacific port and one of the South Pacific where only coal can be purchased for fuel. The vessels have a carrying capacity of about 3000 tons each.

Captain John F. Blain, district manager, and Captain W. A. Magee, assistant in charge of wooden ship construction for the United States Shipping Board, at Seattle, have made a thorough inspection of the record ship "Aberdeen," a 4000-ton wood ship built at Aberdeen, Wash. They pronounced the ship a marvel in view of the speed with which she was built, it having required only twenty-three and one-half days from keel laying to commission. The Shipping Board officials and the Lloyd's surveyors agreed in pronouncing the vessel a perfect ship.

Captain John F. Blain, of Seattle, recently named as district manager of the United States Shipping Board, announced that Captain W. A. McGee would have charge of the wood ship construction of this district, vice William Piggot, resigned. Coupled with the announcement also came the news that J. C. Ford, former president of the Pacific Steamship Company and recently assistant to William Piggot, has also resigned. The resignation of L. E. Geary, naval architect, was also accepted, and the wood and steel drafting departments will hereafter be combined.

There will be sufficient coal for bunkering and also for domestic purposes this winter, according to James B. Smith, president of the King Coal Company, who returned to San Francisco from Utah during the week. Smith went to the neighboring State to investigate the coal conditions, and found that the present supply of more than 2000 tons sent to the port of San Francisco each day will be continued and that arrangements have been made to increase this amount. In the event of more than the present supply of coal being needed for ship bunkering, the output may be increased, as arrangements have been made to get the necessary increase of labor at the mines.

Frederick M. Dickie, son of the late George W. Dickie, editor of the Pacific Marine Review and known throughout the Pacific Coast and maritime circles, is dead. Dickie succumbed after an operation for appendicitis. He was supposed to be out of danger when blood poisoning set in, and the writer of many an interesting log of ships and things pertaining to ships passed away. Dickie was 36 years old and was associated with the maritime interests of the Pacific Coast since he was a boy. His father was one of the most gifted naval constructors in the country and was noted, among other things, as the designer and builder of the famous battleship "Oregon."

The use of the reduction gearing between a Diesel engine and a propeller has been demonstrated by the motor-ship Libby-Maine of the Libby, McNeil & Libby Co. to be a great success. This vessel was fitted some time ago with two 320-brake horse-power Diesel engines of the Dow type, with reduction gearing, the ratio being 2½ to 1. These engines pulled about 340 horsepower on the test stand. On the sea trials of the vessel indicator cards were taken daily and the speed of the vessel corresponded exactly with that of a steam-driven ship. In this connection it is interesting to note that the present successful Danish motor-ships are equipped with Diesel engines of 15 per cent. more power than is used in a steamer of similar size in order to make the same speed, and this verifies the fact that the Dow Company has overcome this obstacle by using a reduction gear with a slow propeller speed.

A majority of the young men employed by the steamship concerns of San Francisco as office workers may be denied exemption and sent to the war. All of the heads of the operating concerns have been advised by the Government to prepare lists of the men who are deemed essential to the work of the company, and it is understood that these will be retained. The places of the boys entering the military service will be filled chiefly by women and girls. The first draft took many of the boys from the shipping offices and the result is that there are now hundreds of girls employed in positions that were always occupied by men in the past. There are but a dozen young men left in the offices of the Matson Navigation Company at this time. There were formerly about two dozen. William Roth, vice-president and general manager, said that the new help is doing good work and there is no reason apparent why women will not do satisfactorily.

A battle is to be waged against compulsory pilotage at the next session of the California Legislature, it was reported along the waterfront. It is proposed to do away with the pilots unless an individual owner or operator wishes to avail himself of the service. Several members of the Pilots' Association said that they were prepared to prove how absurd it would be to do away with compulsory pilotage. They said that the worst that can happen is to have a recurrence of what happened when the New York pilotage was done away with, except when the operator wished to employ a pilot. This is the story: When it was no longer obligatory to employ a pilot, many of the steamship companies decided that their own commanders could take their ships into the harbor. Within three weeks a big liner, worth millions, carrying cargo worth many more millions, was completely wrecked. Many lives were lost. That settled the question for New York and in a few weeks the pilots were asked to come back.

Captain Roger Allman and his crew of nineteen men have made their last cruise and have been unofficially listed with the missing, together with the Gulf Mail Steamship Company's steamer "San Gabriel." There is still a possibility that the vessel may be drifting about helplessly on the Pacific, hundreds of miles off the coast of Lower California, but the officials of the Gulf Mail company, insurance men and shipping men in general believe the vessel and crew were lost three weeks ago when the series of terrific "cordonazos" swept the coast of Mexico and destroyed the steamers "Coos Bay" and "Blackford." The missing men are Captain Allman; first officer, C. Anderson; second officer, John Rosdahl; chief engineer, Otto Fallstrom; assistant engineers, J. H. Johnson and A. Malmstedt; purser, Frank Moffet; seamen, Victor Rozoda, Adam Abalin and F. Werford; winchmen, Nils Johansen and Franz Wilhelm; firemen, O. M. Olsen, J. Elberdin and H. Andreassen; galleyman, F. Montero, and mess boy, John Azo. It is believed that the vessel was struck by the terrific blow just before rounding Cape San Lucas, and the steamer turned turtle and drifted to sea away from the path of travel. The cargo of lumber on deck would have kept the vessel afloat, it is believed. The "San Gabriel" was built in Alameda in 1903 at the United Engineering Works, was 158 feet in length, 33½ feet beam, 11 feet depth of hold and would carry 1,100 measurement tons.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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Telephone Cherry 342.
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 16, 1918.

THE PRESIDENT'S MESSAGE.

Resolved, By the Sailors' Union of the Pacific in regular meeting assembled at headquarters, San Francisco, California, on October 14, that we extend our sincere appreciation and earnest thanks to President Woodrow Wilson for his timely and expressive message just issued to men ashore with sea experience; further

Resolved, That we fully concur in every wish and desire as set forth in said message, but respectfully submit that the employment of Chinese on American ships and the maintenance of so-called Kalashi watches are not conducive to the creation of an all-American personnel; further

Resolved, That we earnestly appeal to the President to take such steps as may be necessary to stop the further employment of Orientals on American ships and put an end to the Kalashi watch system, which is in direct contrast to the section of the law providing for watch and watch and practically destroys the opportunity to properly teach seamanship to the thousands of young men now preparing for a lifework at sea; further

Resolved, That a copy of this resolution be forwarded to the President and to Chairman Hurley of the U. S. Shipipng Board.

The foregoing resolution, unanimously adopted at last Monday's regular meeting of the Sailors' Union of the Pacific, speaks for itself.

No one who has read President Wilson's message to seamen, published in full on the first page of last week's issue, can even for a moment entertain a doubt upon his genuine and practical sympathy with all the trials and tribulations of America's seafaring population.

No citizen of our Republic has a keener understanding nor a livelier appreciation of the merchant seamen's real worth to the Nation. It was not a passing reflection which prompted the President to issue that memorable message. It was his deep knowledge and his study of men and measures which caused him to declare publicly that "no more honorable or serviceable task can come to any of our people than that of manning our merchant marine."

In every sense the President's message to "all on land and sea who have followed a seafaring life" is a timely as well as an inspiring document. The organized seamen of America will accept it in the fullest meaning. They will do all the President asks—as far as the shipowners will permit. But the President, when he has had time to analyze the situation, will understand and appreciate that a continuance of Chinese competition and Kalashi watches will render null and void every effort to gain the desired result.

The young men who are now being trained for a career of usefulness in the American merchant marine will not stick unless these conditions are changed.

Real respect and affection for the calling can not be instilled into the mind of thinking men as long as part of our proud fleet of merchant ships is manned by Orientals. Nor can there be proper all-around co-operation, much less a proper teaching of seamanship to the young native mariners, unless all crews get back to real practical sea watches. In the long run any other course will spell disaster to an American-manned merchant marine. All of which is earnestly and respectfully submitted to the great man of heavy responsibilities who guides the destiny of our Nation and commands the respect and admiration of all true Americans.

SPANISH INFLUENZA.

The Surgeon-General of the United States Public Health Service has just issued a publication dealing with Spanish Influenza, which contains all known available information regarding this disease. Simple methods relative to its prevention, manner of spread, and care of patients, are also given. Readers may obtain copies of this pamphlet free of charge by writing to the Surgeon-General, United States Public Health Service, Washington, D. C.

It is encouraging to note in this connection that the twelve training ships of the Shipping Board, with nearly 6000 Merchant Marine apprentices aboard, have been entirely freed of Spanish influenza.

Original measures were taken by the Board's medical staff in handling cases on the vessels of the Board's Atlantic training squadron. The ships were anchored at a quarantine station. As rapidly as cases developed they were sent ashore and treated at a field hospital established on a high hill. This is composed of specially designed cubicles, in which one side is glass, and half the roof tips back. Fresh air and sunshine was the basis of treatment that kept fatalities down to a gratifying minimum.

Governor McCall of Massachusetts was so pleased with the results that he congratulated Chairman Hurley of the Shipping Board on the effective work done by the Board's medical staff, characterizing it as "one of the real and big things that has been done in Massachusetts during the war."

Governor McCall's message was as follows:

I want to express my keen appreciation of the very effective work done for the men in your service who were stricken with influenza and who are now being taken care of at Camp William A. Brooks at Corey Hill. I visited the place and was struck with the neatness and the effective way in which all concerned with the care of the men were working. It surely is a splendid thing and I cannot speak in too high terms of it. It is really a revelation as to what can be done. It seems to me as though it is one of the real and big things that has been done in Massachusetts during the war and I want to congratulate all who have had any part in accomplishing it.

The medical authorities of Massachusetts, where Spanish influenza is epidemic, have endorsed the Shipping Board hospital idea and plans are being made for a group of the hospitals in that State, to be paid for out of a fund of $100,000 appropriated by the State to check the epidemic among the civilian population.

Chairman Hurley of the Shipping Board, is on record with the statement that communities wishing blue-prints of the hospital plans could secure them by writing to Mr. Henry Howard at Boston.

THE LAST WORD.

The closing days of this week, furnish the last chance for any American who wants to do his duty in the Fourth Liberty Loan drive.

It is by this time fairly obvious to the most superficial student of the war just why Germany let loose its extremely shrill and entirely insincere plea for an armistice.

Hindenburg and Ludendorff, unable to find new soldiers sufficient to fill the enormous gaps made by Foch's bites all along their front, faced the necessity of shortening that line.

Two years ago, Hindenburg was able to withdraw to the "Hindenburg line" before the Allies discovered what was doing. The movement was therefore free from pressure and cost the Germans practically nothing in men or material.

This year, however, with allied infantry, artillery and tanks right upon his heels along every inch of the line, the German has been forced to retreat, not withdraw, and his retreat has been accomplished by the loss of thousands killed and prisoners and millions of dollars worth of munition and other supplies.

On no front could he shake his pursuers off long enough to make an orderly withdrawal of a single unit.

Hence the peace plea on the forlorn hope that a slackening of Allied pursuit, if not an actual armistice, would give him the few days necessary to straighten out the disorganized tangle into which Foch has thrown his armies.

Fresh triumphs by the Allied troops have shown the Kaiser how clearly Marshal Foch discerned that the German peace plea was a cry for time.

But there is apparent danger that one of the lesser objects of the request for an armistice may be successful. This was the Kaiser's hope that the iminence of peace would cause the American at home to lose his enthusiasm for the support of the American fighting men—that the man who should be buying Liberty Bonds would say:

"Oh well, peace will be declared very soon now. Let somebody else buy Liberty Bonds."

The Kaiser was too farsighted not to know that the actual approach of peace would have that effect—too deep-dyed in treacherous propaganda not to realize that the phantom peace his cry raised would have a similar effect.

The war is not yet won.

The Fourth Liberty Loan must be not only subscribed, but far oversubscribed. Buy Fourth Liberty Bonds, and if you have already bought—buy more.

WAGE ADJUSTMENT BOARDS.

Owing to the refusal of the Railroad Administration and the Shipping Board to abide by the plan of wage standardization which was being developed in Washington, and owing to the still more important refusal of the International Association of Machinists and the Brotherhood of Carpenters to agree, the War Labor Policies Board has virtually been compelled to abandon its standard wage scheme. Now comes the report that the President is to completely reorganize the Policies Board, in the hope of getting results by a new method. At any rate, Secretary of Labor

Wilson, in a letter to Fuel Administrator Garfield, says:

We have built up within a week or so, as the result of the desire of the President to secure more stable conditions in industry, a board the title of which has not yet been decided upon. It is a board that is to be composed of two representatives from each of the wage adjustment boards that have been created by the Federal Government. The purpose of that board is to review the proposed contracts or proposed wage adjustments that may be arrived at by any of the adjustment boards, so that when they are finally announced they will not be of such a character that they will disturb the labor conditions under the jurisdiction of the other boards.

Satisfactory wage adjustment, in the face of a constantly rising cost of living, is certainly a difficult task. But the results so far shown prove that organization and co-ordination can accomplish wonders when there is universal confidence and respect for the head of the Department of Labor. Without that absolute confidence and faith in the two Wilsons—the Chief Executive of the Nation and the Chief of the Department of Labor—America could not possibly have done so well in war work of every description!

PROGRESSIVE SEATTLE.

The most notable victory for municipal ownership in the United States in recent months has just been achieved in Seattle, Washington. By the consummation of a deal which has been going on between the city and the private owners of the traction system of Seattle, known as the Puget Sound Traction Light and Power Company, the city has purchased the entire system, will consolidate it with lines already owned by the city and thus secure complete control through municipal ownership of its entire street car system. This makes Seattle the largest city in America that has secured complete municipal ownership of its street car lines. Other larger cities, notably San Francisco, have municipal street car systems, but not complete ownership as in this case. Here's success to the progressive people of Seattle! A municipally-owned transportation system conducted honestly and efficiently, and solely in the interest of the people, is indeed worth having.

THE "SCARCITY" OF LABOR?

When Louis F. Post, Assistant Secretary of Labor, was in New Orleans, recently, on his way back from a tour of the Pacific Coast, a number of sugar plantation owners came to the U. S. Employment Service office there and protested against the fact that farm laborers were permitted to leave the State to go into war industries.

"What are you willing to pay for farm labor?" they were asked.

"Ninety cents a day," was the reply.

Later on, the Assistant Secretary learned that the sugar plantations are not short-handed, except in cases where these starvation terms were offered to the men.

So, in this case, as in many others it was not a "scarcity" of labor, but a scarcity of "cheap labor."

An epigram attributed to Congressman Gallivan reads: "Rum has more enemies in public and more friends in private than any other substance the world has ever known."

By establishing a minimum wage the trade-union lays a foundation from which all wages rise. Without that bedrock all wages must inevitably sink.

SAVING THE "U"-BOAT'S VICTIMS.

The New Policy of Co-ordination of Salvage Operations Now Carried Out by the Allied Governments.

Is it possible to recover any considerable number of the vessels and cargoes that have been sent to the bottom by the Kaiser's submarines? The fact that a special department of the British Admiralty has been established and equipped for this purpose makes an affirmative answer easy. During the last three years over 400 ships have been recovered by this Salvage Department, according to a writer in the London Times. It should be noted, however, that most of these have been sunk in less than twenty fathoms. Salvage operations, the writer tells us, can hardly be carried on in deeper water than this, and hence the hopes of raising such vessels as the "Lusitania," sunk in deep water, are futile, despite the persistence with which they have been held out by some writers in the lay press. Our quotations from the Times article are from extracts printed in the New York Tribune (July 21). We read:

"Until the autumn of the year 1915 the work of salvage was mainly confined to war-ships, but the magnitude of losses of merchant ships from submarine attacks made it necessary for the Admiralty to extend its salvage operations to merchant ships. The process of expansion is still going on. There are a considerable number of salvage vessels at work in home waters, in the Mediterranean, and on other trade routes where vessels are liable to submarine attacks, while a policy of co-ordination of salvage operations has been carried out with the Allied Governments and a Joint Salvage Council called into existence.

"It can be readily understood that a great deal of salvage work has been carried out under extremely hazardous conditions; yet operations that would not have been attempted in pre-war days have been undertaken, and in the majority of cases carried out successfully with the smallest percentage of loss. Sea conditions are a constant enemy of the Salvage Department. Work which has taken many days to carry out may sometimes be swept away by a single heavy sea. One of the greatest difficulties has, however, arisen from the accumulation of gas in the holds of sunken vessels owing to the decomposition of vegetable and animal matter. Men engaged in the work have sometimes lost their lives. In one particular case four men were overcome by gas. Special trouble has arisen from the gas given off by grain, which develops sulfureted hydrogen, causing partial blindness and violent sickness. It is stated, however, that a discovery which has been made during the war has the effect of rendering these gases innocuous, and it is now possible to carry on the work freely as soon as the presence of the gases has been detected and the rotting cargoes sprayed with the special preparation of which the antidote consists.

"The extent of the work done may be gathered from the statement that from October, 1915, down to the end of May, 1918, a total of 407 ships, most of them of considerable tonnage, have been salved by the Admiralty Department. During the present year nearly 150 ships have passed through the hands of the department, an achievement which is a testimony of the increased efficiency of the work arising from the exploitation of new methods, the larger number of men employed, and as the outcome of experience—not, as might perhaps be imagined, from any increased success of the enemy in the war on merchant shipping. The figures mentioned refer, it should be added, entirely to home waters, and take no account of the excellent results which have attended salvage operations in other seas.

"One or two examples may be quoted of the kind of work which has been undertaken by the salvage department in the lifting of vessels of sizes and weights which until now would have been deemed impossible. It was formerly considered that the limit in weight for lifting from depth was 1600 tons, but this figure has been considerably exceeded with the use of wire ropes during the last three years. A case in point was that of a large Government collier, partly filled, which was sunk by a collision in twelve fathoms of water, blocking a most important channel and anchorage. . . .

"The weight of the ship, including the mud which had accumulated, was calculated at 3500 tons, but it was found possible to reduce this weight to about 2800 tons by emptying the ballast tanks and forepeak. An inspection by divers showed that the vessel had sunk into the mud past the turn of the bilge, and the prospects were not at the outset encouraging. They were further diminished by the fact that another vessel of deep draft coming up the channel had grounded on the upper works of the collier, crushing down all deck erections flush with the deck. After considerable difficulty sixteen 9-inch wire ropes, having a guaranteed breaking strain of 250 tons, were got under the collier and attached to the lifting craft.

"When everything had been prepared the water was emptied from the ballast tanks and the forepeak by compressed air and the first lift successfully accomplished. Calculations showed

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 14, 1918.

Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good. Full Shipwreck Benefit was awarded to ten members of the crews of the S. S. "Coos Bay" and S. S. "Blackford."

HARRY INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Oct. 7, 1918.

No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 7, 1918.

Shipping fair.

WM. HARDY, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 7, 1918.

No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 7, 1918.

Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 7, 1918.

No meeting; no quorum. Shipping fair.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Oct. 7, 1918.

Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Oct. 7, 1918.

Shipping good; members scarce.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Sept. 30, 1918.

Shipping good; prospects fair.

R. H. BLACKWOOD, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 10, 1918.

Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping good. The full Shipwreck Benefit was ordered paid to six members wrecked on the steamships "Coos Bay" and "Blackford."

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 3, 1918.

Shipping good. Nominated officers for the ensuing term.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Oct. 2, 1918.

No meeting. Shipping fair; not many arrivals.

HARRY POTHOFF, Agent.

Sepulveda Bldg., 128½ Sixth Street. Phone, Home 115; Sunset 66 W.

DIED.

Severin Carlsen, No. 1627, a native of Norway, age 31. Died at San Francisco, Cal., Oct. 11, 1918.

Nicolai Petersen, No. 1235, a native of Russia, age 33. Died at San Francisco, Cal., Oct. 13, 1918.

A fleet of wooden vessels is being built in the Philippines, according to advices received by the San Francisco Chamber of Commerce. The largest built is an auxiliary schooner of 500 tons net, just launched at Bolinao, Pangasinan. It has three masts and has been christened the "James W. Simmie" in honor of Captain Simmie of this city, whose son, George Simmie, is a member of Simmie & Grilks, ship builders. The vessel will be equipped with a 200 horse-power Bolinder engine. Captain Simmie expects to leave for Manila next week for a short visit. The old veteran was in command of vessels out of this port for twenty-five years.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Far above all other events of the week towers the President's statement of the purpose of the United States to enforce the will of the "workaday people" of the world as the condition of ending this war and preventing future wars.

In his recent New York address President Wilson won the eternal gratitude of the labor movements of America, of Great Britain, of France and of Italy, and must have aroused the hopes of the working class of Japan, when he tore aside the trappings of diplomatic make-believe and pointed his finger straight at the cabinet ministers of Europe. He made himself spokesman of these labor movements when he called upon the ministries of all countries, enemy and entente alike, to come out and say just what are their aims, and whether they agree that the final peace shall do justice to all, and give special advantages to none. He spoke as a man who has heard the thunderous march of organized labor, moving in international solidarity, and who thrills to that music.

The British Trade Union Congress and the French and Italian labor movements have called upon their cabinet ministers, time and again, to define in plain terms what they will demand at the peace conference after the war. Will Premiers Lloyd George and Clemenceau and Orlando follow the unselfish program laid down repeatedly by President Wilson? Will they ask only for justice, or will they join together in brushing aside the program of America as visionary, and proceed to force upon the world a revision of the map and of military arrangements that will quickly breed new wars? Now, when the Allies are winning tremendous victories, when Bulgaria is on her knees, when Turkey seems on the point of giving up, and when the Allied armies are hammering their way through the Hindenburg line from the Channel to the Alps—now is the time that the spirit of selfish nationalistic conquest is most dangerous. And at this time the President of the United States has stepped forward and blocked the path of any possible imperialism.

Does he needlessly offend the clever statesmen of Europe?

Hardly. He is saving some of them from the most terrible mistake of ten centuries. He is not saving the German or the Austrian or the Bulgar or Turk leaders; he lets them go their way to disaster. "Outlaws" he calls the German imperialists. He says truly that the league of nations will let them earn its confidence after the peace is established. But to the statesmen of the entente he points out that the time is ripe for pledges from each of them to the world of the masses. They can refuse to speak—at their peril. If they do not yet know that President Wilson's program of justice for humanity—justice for "those who struggle in the ranks"—is endorsed by the workers of the world, then these statesmen are toying with very dangerous explosives.

"It is the peculiarity of this great war," he says, "that while statesmen have seemed to cast about for definitions of their purposes and have sometimes seemed to shift their ground and their point of view, the thought of the mass of men, whom statesmen are supposed to instruct and lead, has grown more and more unclouded, more and more certain of what it is they are fighting for. National purposes have fallen more and more into the background and the common purpose of enlightened mankind has taken their place.

"The counsels of plain men have become on all hands more simple and straightforward and more unified than the counsels of sophisticated men of affairs, who still retain the impression that they are playing a game of power and playing for high stakes. That is why I have said this is a peoples' war, and not a statesmen's. Statesmen must follow the clarified common thought or be broken."

He does not say that revolution threatens, in any country whose labor movement is pleading for the program he is urging; he merely remarks that statesmen who resist the common people in these days will be "broken."

"I take this to be the significance," he goes on, "of the fact that assemblies and associations of many kinds, made up of plain workaday people, have demanded, almost every time they came together, and are still demanding, that the leaders of their governments declare to them plainly what it is—exactly what it is—that they were seeking in this war, and what they think the items in the final settlement should be. They are not yet satisfied with what they have been told."

Is he speaking for the British or the French or the Italian laboring masses? In any case he speaks for the Allied nations, to the politicians in Europe whose failure to be frank has made those peoples turn to the President of the United States for guidance. He is not disturbing the unity of the Entente; he is all at once molding it into one vast, popular internationality. The echoes of his challenge to these statesmen to be statesmanlike will be heard in every trade union meeting from Scotland to Sicily. There will be a sudden panic among the scheming politicians who had thought of a hucksters' settlement of the war. They will find that they have to reckon with their peoples, and their peoples are all solidly behind this idealist, the President of the United States.

What is the meaning of this challenge to European politics?

Bluntly, it is a prophecy of a Europe of republics.

That is to say, a Europe in which organized labor will finally be the majority power in every parliament, every ministry, every branch of political and industrial control.

* * *

Conferences between labor officials and the Secretary of Labor and heads of all the Government departments, bureaus and boards that deal with labor conditions have been in progress here for the past two weeks, in an attempt to "stabilize" wages. That's an old subject; it has been brought up in various ways ever since we entered the war, and has proven too hard a nut to crack. Beautiful plans are made for setting a fair minimum wage and a reasonable maximum wage for war work of certain kinds, under conditions existing at a given time and place. But before any agreement can be reached the cost of food and of house rent has advanced, and the whole thing is spoiled.

The thing chiefly desired by the Government seems to be a guaranty against extortionate wage demands in any district, and against the payment by one branch of the war organization of so large a wage as to pull men away from other branches. The labor men who have been in the conferences are not confident of a solution. They see a possibility of the fixing of a maximum wage that will be fair enough in most parts of the country but will come too close down to the cost of living in certain sections.

* * *

In Bridgeport, all's well that ends well. The latest from that troubled town is the interpretation given the Eidlitz award on general industrial conditions last Monday by four members of the War Labor Board—Messrs. Taft, Walsh, Savage and Osborne. This "interpretation" gives the union machinists who struck recently and were sent back to work by President Wilson, every point for which they quit the shops.

Nine points are named in the Board's rulings. They provide that the companies shall not interfere in the selection of shop and craft committees; that back pay at the higher rates must be given all employes who came into the shops up to July 1, instead of only to those who were employed before May 1; that the strikers shall have proportionate representation in the industrial convention that was chosen by the non-union workers while the strike was on; that the Examiner for the Board shall immediately investigate charges of discrimination, and shall immediately reinstate employes pending such investigation; that all strikers returning to work at the President's request shall have the right of reinstatement in their old positions; that the Local Board of Mediation and Conciliation after its election shall create specialized craft boards, or other boards to work out such problems as classification and minimum rates of pay.

This last is the meat in the cocoanut. The machinists get a special board to present a classification scale of wages.

* * *

On Monday last, the membership of the International Association of Machinists passed the 275,000 mark. This is a gain of 200,000 in a little over two years. Office mail at the headquarters here is now 24 days behind—so difficult has been the job of getting help and office space to handle the flood of reports and applications. Lodges in every State are rapidly growing, and along with the skilled mechanics the organization is being forced to take in thousands of the new men who have been brought into the war industries with only a very slight knowledge of tools. The old-time machinists who are proud of their manual skill and the traditions of their craft have to choke down many a groan as they witness this dilution of their trade made necessary by the war, but they have no alternative to offer. The Government has given every skilled man the chance to get into the shops. If thousands of them have chosen to carry guns, then thousands of raw mechanics must work at the bench and the lathe. Once there, they come logically into the union.

* * *

John I. Nolan of San Francisco, Congressman and union iron molder, has put through the House, after three years of fighting, his bill giving a minimum wage of 37½ cents an hour, or $3 a day to all hour and day workers under the Government, and $90 a month to all workers paid by the month. Sixty thousand men and women are benefited by this bill, which has a good chance in the Senate.

During the debate Rep. Sabath of Chicago called attention to the fact that Borland of

Kansas City, who tried to force the Government employes to work an additional six hours a week, and to prevent their getting a living wage, was beaten on the labor issue in the recent primary, by a two-to-one vote. Borland himself came to Nolan to ask how he should vote on an amendment to the bill. His head-on collision with the labor movement seems to have impressed Borland, at last. It has impressed the House, too. This time not one of the anti-labor crowd took any of the two hours of time allowed for opponents of the measure.

* * *

Congressman Miller of Duluth, super-patriot and labor-hater, is going to be replaced in the House by a railroad engineer named Carss, nominated by a labor convention. There has just been published in his district a copy of a letter he wrote on the day before our declaration of war, in which Miller said that "I have not believed circumstances have occurred justifying a declaration of war against Germany," and that "if war eventually occurs, Germany should declare it." Also "However, the President has the power and he has now exercised it to commit this country to war immediately."

"CHAOTIC RUSSIA."

It is interesting to note the frequency with which the above phrase is used in reference to Russia and how often it is employed as a final reason for military occupation of that country. The Bolshevik power is less than a year old. It has to contend with a shattered economic system inherited from the Czarist autocracy. Aside from its tremendous economic problems it has had to face numerous plots, conspiracies and rebellions, all of which have collapsed like a house of cards. In addition to this, it has remained an Ishmael among the nations, isolated and friendless, and constantly attacked by international finance and imperialist groups in all parts of the world. Yet it has survived all these difficulties. Never in all history has there been a government that has displayed such vitality in the midst of such internal and external foes.

Our own history may be drawn upon as an illustration. We have just been celebrating the one hundred and forty-second anniversary of the Declaration of Independence, the war cry of American revolutionists against an alien governing control. July 4, 1776, may be assigned as the beginning of the revolution, though it had been fermenting for years before that date. Following it came the Continental Congress, the government of the revolutionary period, which did not surrender its powers until the Congress under the new Constitution met in 1789. Peace did not come with the admission of defeat by Great Britain. In fact, all competent historians admit that chaos followed. Instead of a united thirteen colonies, we had thirteen independent sovereignties working at cross purposes with each other. Not only was there this division between the colonies, but within many of them there were debtors' revolts of poor farmers and workers that threatened to overthrow all the governments of New England. The most formidable of these revolts, Shay's rebellion in Massachusetts, drove the leading men to the Philadelphia convention that framed the Constitution. Even after the assembling of the first Congress, in 1789, another rebellion broke out in Pennsylvania among the farmers of the western counties, and it required a threat of Federal military power to suppress it.

In other words, it required thirteen years for our revolutionists to establish a government that was stable. Like the Russian revolutionists, they had counter-revolutions to contend with, but, unlike the Russians, they had no powers of international finance and imperialist interventionists to meet. There were no organized groups in Canada planning invasion from the north. The United States was isolated by its geographical situation; Russia is isolated by withholding of recognition by other governments. Russia is spewed out as "chaotic" by our bourgeois press because it has not completely accomplished under less favorable conditions what required thirteen years to accomplish in this country.

Another historial analogy may be noticed. The Civil War ended with the surrender of Lee at Appomattox, in April, 1865. Yet every school boy knows that it was at least ten years later that "chaos" gave way to conditions that may be described as orderly. Here, again, there were revolts and riots in the Southern States, but the country remained isolated, with no threatened invasions from any quarter and no international intervention groups to contend with in foreign capitals. It required thirteen years in the one case and ten years in the other to establish orderly processes of civilized life, yet the Russians meet a storm of denunciation because they have not done likewise within less than one year.

Changes like the American revolution, the Civil War and the Russian revolution are not pink tea affairs, as this bourgeois press knows. They require time to heal wounds and to reconstruct society, and time will be required by every nation now at war. Many years will cover the readjustment period, and during this time disturbances will occur. But the Russians are expected to do in a year what has always required a decade or more to do. The future will require it this time, also. It will be no pink tea affair in which social and economic institutions will reassemble in orderly fashion at the command of a swarm of press clowns. What the latter want in Russia, however, is not the order of a strifeless society based upon equality of opportunity and the social welfare of all, but the "order" of bourgeois society that guarantees Russia as an exploiting field for native and foreign finance and capital. The "chaos" of such societies is transformed into a blessing by this press and accepted with pious resignation wherever it prevails, and no historical analogies will avail to divert it from its service to reaction and voicing the views of its wealthy investors.—New York Call.

A "LADY" SKIPPER.

The following story comes to us from the "Woman's Column" of The Worker, published in Brisbane, Queensland, Australia:

"Elise Belluomini, a pretty Italian girl, whose home is at Viareggio, enjoys the honor of being the first regularly appointed captain in her country's merchant marine.

"Her dreams as a child followed the picturesque sailing ships, which she watched from the outpost beside the blue Tyrrhenian Sea, and gradually her musings transformed themselves into a determination to become a sailor. The good folk of Viareggio looked askance at her when she first spoke of her resolution, and the older and more superstitious of the population did not hesitate to declare her possessed by the devil.

"Persisting in her idea, however, Elise gained the ear of a veteran sea captain, through whose intermediary she obtained a recommendation to the naval authorities at Leghorn, and eventually she was allowed to follow the courses at the Nautical College. The girl made astonishingly rapid progress in her studies, mastering easily the most complicated problems of navigation, and she has just obtained her captain's certificate.

"Signorina Belluomini relates her success in a letter to a writer in the Petit Journal, Paris. She is to be appointed to command a ship, and seems to have no doubt of her ability to inspire confidence in her crew. She writes:

"'Where shall I be sent? I do not know, but I am ready for everything. I join the marine in troubled times, and I know seamen risk their lives every day. But I will show my crew that a woman can be as brave as a man.'"

"Observe all men—thyself most."—Benjamin Franklin.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

of Bethlehem, and Edward Davies, for eight years a member of the State Cossacks, is chief of police. These officials, with the aid of other corporation influences, made it impossible for the Machinists' Union to hire a hall for meeting purposes. This developed such an acute situation that the Federal Department of Justice notified the unionists that it would help them to secure a hall.

Workers in Dusty Trades.

In a pamphlet on "Mortality From Respiratory Diseases in Dusty Trades," the Federal Bureau of Labor Statistics estimates that there are 3,264,500 males and 673,478 females working in so-called dusty industries, trades and occupations, which are arranged in seven large groups for the purpose of ready reference.

While it is agreed that the mortality from tuberculosis has gradually declined from an average rate of 32 per 10,000 for large American cities for the five years ending with 1884, to 16.1 per 10,000 for the five years ending with 1914, this reduction has, only to a limited degree, affected the persons most seriously concerned—the workmen and work women employed in dusty trades.

It is estimated that approximately 10 per cent. of the nation's workers are employed under conditions more or less detrimental to health and life on account of atmospheric impurities.

Authorities recognize metallic dust as the most serious health hazard. The term "metallic dust" is applied to particles of iron, steel, brass, gold, silver, bronze, lead, arsenic and other metallic substances. Typical employments with metallic dust exposure are file cutters, coppersmiths, engravers, printers, lithographers, nail makers, machinists, gunsmiths, etc. Persons in all of these employments or industries are subject, as a general rule, to an exceptionally high mortality rate from all causes, and a high specific death rate from pulmonary tuberculosis.

To Adjust Railroad Disputes.

Director General of Railroads McAdoo calls attention to his orders covering adjustment of wage disputes.

"It should be understood by railroad employes," said the Federal official, "that it is impracticable to give interpretation on ex parte statements to the thousands who request information as to the manner in which wage orders should be applied in individual cases. Operating officials of the railroads are required to place wage orders in effect fairly and equitably, and should differences of opinion arise necessitating a formal interpretation, the matter will be disposed of in the following manner:

"When a wage order is placed in effect in a menner with which an employe, or the employe's committee disagrees, a joint statement quoting the language of the wage order, and including the contentions of employes and the contentions of officials, signed by the representatives of the employes and the officials, will be transmitted to the director of labor, who will record and transmit same to the Board of Railroad Wages and Working Conditions, which will promptly investigate and make recommendation to the Director General. Upon the receipt of interpretation from the Director General, the director of labor will transmit such interpretation to the Railway Boards of Adjustment for their information and guidance in the application of such interpretation to existing conditions or to questions arising from the incorporation of the order as so interpreted into existing agreements on all railroads under Federal control. As occasion demands, all interpretations will be printed and given general publicity for the purpose of communicating the information to all concerned, and thus avoiding the necessity of duplication of interpretations."

Army Uses Much Wool.

General Wood, Acting Quartermaster General of the Army, states that for the last fiscal year the Army, Navy and Marine Corps used over 266,000,000 pounds of wool, and 17,500,000 pounds were used for semi-governmental use.

"We get up at the end of each month," he said, "a report showing everything in the states from the factory to the man's back. We have a record of what clothing is in transit from the factory to the depot, what is in transit to the docks, and what is in the holds of the ships going over to France. I assume if the men hadn't been supplied we'd have heard of it. There is no excuse for the Quartermaster Department falling down. The ordnance and air craft had to design—and didn't have the production. They had to build new plants and new factories. With us it was simply the question of turning over the plants from making civilian clothes to uniforms."

In reply to a question regarding grafting raincoat manufacturers the Army official said that these contracts have been annulled and the material confiscated.

"It slowed up production some—lost us a month in production," he said, "but it is better to have no raincoats at all than defective ones."

Liberty Loan Statistics.

The Treasury Department has issued a table showing results of the third Liberty Loan subscriptions according to the twelve Reserve Bank Districts, which cover the entire country. These districts were assigned a certain quota of the $3,000,000,000 issue, which was oversubscribed $1,158,599,100. This is exclusive of treasury subscriptions which total $17,917,750. Every district oversubscribed its quota, the Minneapolis district leading with 172 per cent. New York was lowest with 123.91 per cent.

Based on an estimated population of 103,620,273 in the United States, 17.7 per cent. of the entire population subscribed to this loan. The Philadelphia district led with 25.2 per cent., followed by Chicago, with 24.7 per cent.; Minneapolis, 23.6 per cent.; New York, 23.2 per cent.; Boston, 21.7 per cent.; San Francisco, 21.1 per cent.; Kansas City, 16 per cent.; Cleveland, 15.4 per cent.; St. Louis and Dallas, 12.7 per cent.; Richmond, 9.2 per cent.; Atlanta, 5.8 per cent.

FOREST TRAILS IN NORTHWEST.

The United States Forest Service maintains 4350 miles of trail in Oregon and 4500 miles in Washington for fire protective purposes.

SAVING THE "U"-BOAT'S VICTIMS.

(Continued from Page 7.)

that the load lifted was 2750 tons, and the four lifting vessels engaged in the work carried the ship a distance of over one mile inshore, clear of the anchorage. As a result of further lifting operations the vessel was gradually moved until her decks were almost dry at low water. The final stage of the work was to send divers down to patch the damage roughly and to pump out the water and float the vessel."

Another vessel recovered had been torpedoed while carrying a cargo, mainly of foodstuffs, valued at £3,000,000. An attempt to beach her was only partly successful, and at low water the shelter deck was just awash. It was decided to use submersible motor-pumps, which can be lowered from the decks of the salvage steamer to any position under water and worked by electricity. Says the writer:

"The damage in this particular instance was of somewhat extensive character, the plating having been destroyed over an area forty feet long by twenty-eight feet deep. Measures were taken to drain off the water from some of the holds into the stoke-hold and engine-room, and the forward 'tween-deck hatches having been closed up and made watertight, the motor-pumps were placed in the stoke-hold and set to work.

"It was then possible to pump out the stoke-hold, engine-room, and some of the after-holds. A considerable quantity of cargo was next discharged and pumping operations were put in hand in the forward shelter-deck. This still left the lower holds full of water, but the ship had been lightened to an extent which enabled her to be put into a better position on the beach, and some thousands of tons of cargo having been discharged, she was floated off and put into dry-dock.

"The Admiralty Salvage Department is not only responsible for war-salvage, but controls the operations of all private companies, and, in association with shipping insurance interests and Lloyd's, undertakes the work arising out of marine casualties in all parts of the world. Ship-salvage methods may not have been revolutionized, but they have been developed to a higher degree of efficiency than was considered possible even by those engaged in the business."

VICTOR HUGO ON THE MOB.

"Foex urbis," Cicero exclaimed; mob, Burke adds indignantly; a crowd, a multitude, a population, these words are quickly uttered; but no matter! What do I care that they go barefoot? They cannot read; all the worse. Will you abandon them on that account? Will you convert their distress into a curse? Cannot light penetrate these masses? Let us revert to that cry of light and insist upon it. Light, light! Who knows whether this opaqueness may not become transparent, for are not revolutions themselves transfigurations? Come, philosophers, teach, enlighten, illumine, think aloud, speak aloud, run joyfully into the sunshine, fraternize with the public places, announce the glad tidings, spread pamphlets around, proclaim the right, sing the Marseillaise, sow enthusiasm, and pluck green branches from the oaks! Make a whirlwind of the idea! This crowd may be sublimated, so let us learn how to make use of that vast conflagration of principles and virtues which crackles and bursts into flame at certain hours. These bare feet, these naked arms, these rags, this ignorance, this abjectness, this darkness may be employed for the conquest of the ideal. Look through the people and you will perceive the truth; the vile sand which you trample underfoot, when cast into the furnace and melted, will become splendid crystal, and, by its aid, Galileo and Newton discover planets.

The "London Daily Mail" has renewed the offer of $50,000 to the first person who will fly across the Atlantic Ocean from any point in the United States, Canada, or Newfoundland to Great Britain or Ireland, or vice versa, in seventy-two consecutive hours. This offer was made in 1913, but was suspended on account of the war.

PREHISTORIC ASTRONOMY.

For many years two pairs of holes in the walls of the celebrated prehistoric Casa Grande Ruin in Arizona have given rise to much speculation not only on the part of tourists but of archaeologists also. The holes are about an inch and a half in diameter and are bored through walls four feet thick. They occur in pairs, each pair on opposite sides of a great central room. The holes in each pair are in line with each other, so that one standing in a dark first floor room behind the central room may look through the innermost hole, across the central room, and through the outermost hole at the sky. One pair points due east. The other pair points north at a declining angle.

The interesting people who built this most ancient of pueblos have left no traces behind them. One can only imagine, by analogy from better known neighborhood races of a later period, what their civilization may have been. That they were a deeply religious people and worshipers of the sun is an assumption. Recently an interesting theory has been advanced to explain the holes.

According to this theory these holes form what might be called a seasonal clock. Twice a year, once as the sun works north and once as it works south along the eastern horizon, it rises in line with the eastward pointing holes and for one morning, for possibly three minutes, throws a bar of light into the dark inner room.

From this the ceremonial calendar could be dated and certain festivals would fall on the same day year after year. One is reminded of Stonehenge in England where the sun at its summer solstice shone down a long alley of stone monuments upon an altar placed in the center of a series of circles of stones.

We come now to the northern pair of holes which are placed in the north wall of the central room and the corresponding outer wall of the building. This pair trends downward and to the east so that they never overlooked the defensive wall which surrounded the group of buildings around the Casa Grande. At first thought this precludes any astronomical use, but the ingenious theorist has an explanation for even this condition of affairs.

If we grant the former inhabitants the use of an instrument of reflection, which need be no more complicated than a plain bowl of water, then it is easy to imagine the medicine man in the dark of the night, when he comes to a certain point in his ceremony, putting a bowl of water at a predetermined point on the plaza outside and so reflecting the light of some bright star in the northern heavens up through these holes into the central room of the Casa Grande.

The problem is now being studied as to which bright star near that particular angle could have been moved from that exact angle by the precession of the equinoxes, and it is hoped by this point to establish the date when the Casa Grande was inhabited.

How long ago this was is uncertain, moderate guesses beginning with 600 years and more radical guesses going to 1000 or more years.

The Casa Grande itself, however, ancient though it is, was the most recent of its group. The evidence seems to show that an older group of ruins was abandoned about the time the Casa Grande was built.

NORWAY'S CONCRETE SHIPS.

Norway is racing with America to see which country will gain the honor of building the first concrete vessel that will cross the Atlantic Ocean. America is far in the van of the shipbuilding world in regard to the number of concrete ships and their size that are being constructed at the present time. But Mr. Nick Fougner, president of the Fougner Concrete Shipbuilding Co. (Inc.), Christiania, Norway, states that he hopes to cross the Atlantic on one of the larger boats which his company is building within the next two or three months.

The concrete ship is fast coming to the front in Norway. The shortage of wood and steel in that country has made it necessary for shipbuilders to turn to the concrete vessel in order to offset the losses suffered by the depredations of the U-boats, if they desire to continue both their coastwise and transatlantic trade.

The "Stier," a 1,000-ton concrete vessel, recently built by the shipyards of the Fougner Concrete Shipbuilding Co., is a pioneer of the type of concrete vessel that is now under construction in Norway. The vessel is 145 feet over all, 27 feet 6 inches beam, 15 feet 9 inches molded depth. It is equipped with an internal combustion 320-horse-power motor, and has four watertight transverse bulkheads of concrete, which, with a reasonable cargo, makes the ship practically unsinkable.

At present the Fougner Co. has under contract 12 additional seagoing concrete motor ships, varying in size from 200 to 3,000 tons deadweight, and they have built and launched about 25 floating craft of various types, including tugs, lighters, motor ships, and dry docks.

It is expected that the Norwegian builders will adopt the new protective coating which, when applied to concrete, makes the life of a concrete vessel equal in durability to that of a steel vessel. This discovery, so important in the construction of concrete vessels, has been the result of the research work of the engineers of the Emergency Fleet Corporation.

SULPHUR IN ALASKA.

The known sulphur deposits of Alaska are of volcanic origin and lie in the belt of active volcanoes that extends through the Aleutian Islands and Alaska Peninsula. The deposits on Unalaska and Akun Islands and near Stepovak Bay, on Alaska Peninsula, were examined in the summer of 1917 by A. G. Maddren, of the United States Geological Survey, Department of the Interior. The examinations showed that though there is some sulphur at each place examined there is little hope that any of it can be profitably mined at present or in the near future, for the deposits are of small areal extent and are probably shallow, supplies and labor are not at hand, the open season is short, the difficulties of transporting the material from the mines to ships would be great, and the haul to the larger markets would be long. A brief summary of the more important results of the investigation of these deposits has been published and will be sent on application to the Director of the Geological Survey, Washington, D. C.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

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71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

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CHICAGO, Ill.....4 E. Austin Avenue
MILWAUKEE, Wis.....151 Reed Street
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Labor News

The fur workers' unions in New York City are voting on the plan to raise a $100,000 defense fund. Officers favor the proposal. They say it will assist in holding recent wage increases.

Reports to the Federal Bureau of Mines from every State except Kentucky show that 192 coal miners were killed in May of this year. In the same month last year there were 148 fatalities.

The Wisconsin State Industrial Commission is holding public hearings on the question of women's wages. Several months ago the State Federation of Labor and other organizations petitioned the commission to establish a living wage for women.

Several wood working plants in Minneapolis have jumped the Citizens' Alliance reservation and signed an eight-hour agreement with the Cabinet Makers' Union. Wages of 50 cents an hour are also agreed to. Other concerns that insist on non-union conditions now see their employes leaving this industry for work that will pay a living wage.

A sub-committee of the National Adjustment Commission, which handles disputes in the loading and unloading of vessels, has ruled that wage rates for four locals of longshoremen in Chicago shall be increased from 65 to 75 cents an hour. The commission that made this award consisted of representatives of the Government, the International Longshoremen's Association and the Lumber Carriers' association.

Postmaster General Burleson has appointed a committee "to investigate the working conditions of and wages paid to employes of the telegraph and telephone companies, and report as to what improvements, if any, should be made in the working conditions, the wages which should be paid the various classes of employes and the feasibility of standardizing the same." The committee consists of William S. Ryan, Assistant Superintendent, Division of Postoffice Service; John B. Colpoys, Special Agent, Department of Labor, and editor of the Washington (D. C.) Trades Unionist; U. N. Bethell, First Vice-President American Telegraph & Telephone Company; F. B. MacKinnon, United States Independent Telephone Association, and Miss Julia S. O'Connor, President Boston Telephone Operators' Union.

In a long statement to Joint Chairmen Walsh and Taft, of the National War Labor Board, President Williams, of the Brooklyn Rapid Transit Company protested against the War Labor Board investigating charges that the company has victimized members of the Brotherhood of Locomotive Engineers. Messrs. Walsh and Taft gave respectful hearing while the statement was being read and then continued their inquiry. President Williams insisted that his company should not be dominated by "outside influences," and that a "union" maintained by the company is entirely satisfactory. One witness testified that an inspector notified him he could choose between the company and the brotherhood, and that within three weeks after he joined the brotherhood he received sixty demerit marks. When an employe receives this number of demerits he is automatically discharged.

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Anderson, T. -2064
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Bates, J. D.
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Back, M.
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McLeod, John
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Mikkelsen, K. -1620
Mikkelsen, Holder
Mickelsen, Harald
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Nelsen, Hans L.
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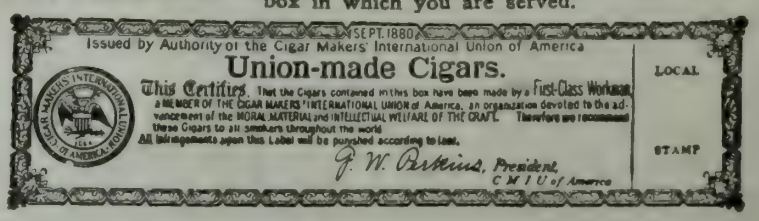

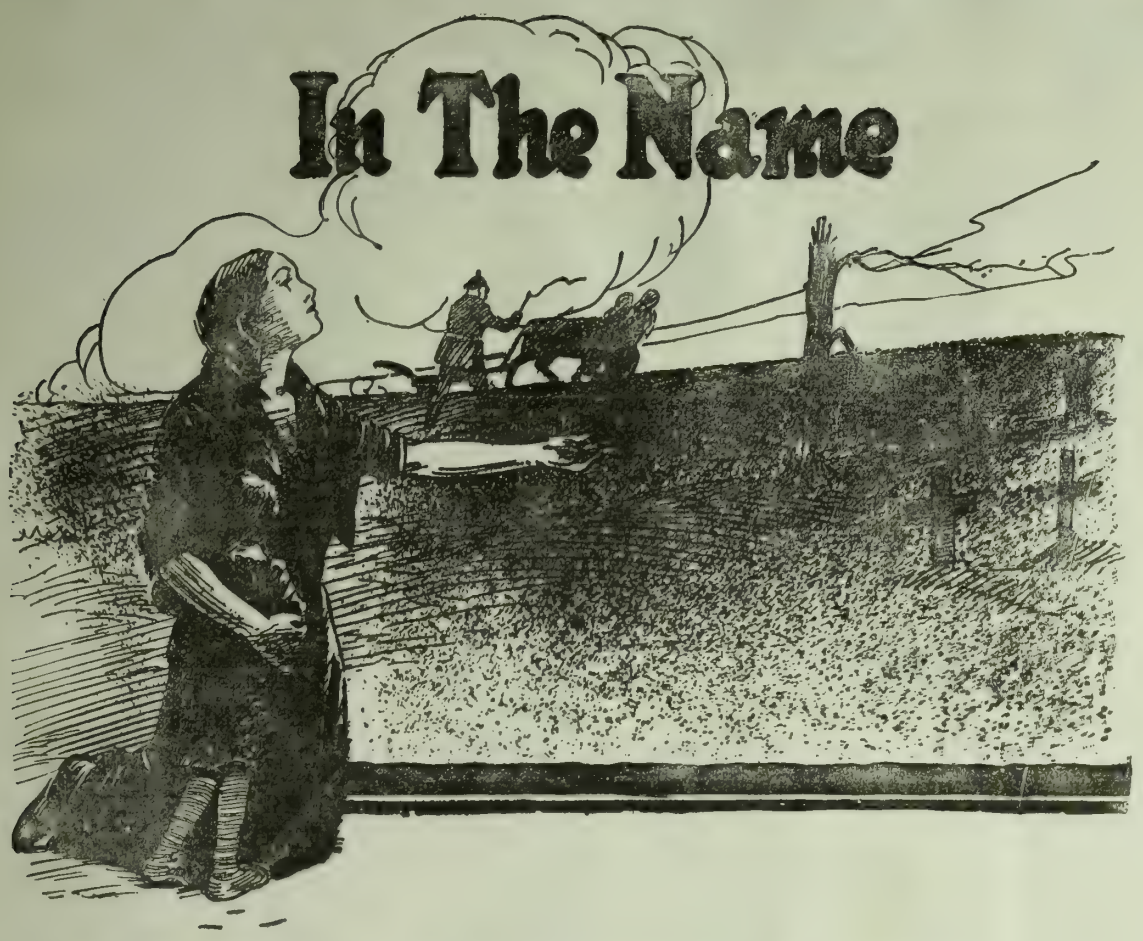

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Home News

It cost $12,000,000 to collect $3,694,703,334 Governmental taxes in the fiscal year ended June 30. This is at the rate of $3.24 per thousand, the lowest cost in the history of the Internal Revenue Bureau.

The hoggishness of the C. A. Goodyear Lumber Company in Washington State is blocking the Government's efforts to secure spruce lumber for the building of air planes, and Uncle Sam has started condemnation proceedings against this concern. The company rejected every reasonable price offered by the Government.

"Returning soldiers should not be compelled to go to distant places to locate while people in their own neighborhoods own large areas of unused land," said Frank P. Walsh, of the National War Labor Board, in an address to charity workers at Washington, D. C. "Persons having more land than they can use," he said, "should be compelled to sell to the Government at a fair price that it may be distributed among the returned soldiers. In this fight for democracy we must make sure that serfdom is not recognized in our own country."

Over 400 educational institutions have accepted the War Department's contract to place facilities at the nation's service for the military and academic training of their students under army control. These students number approximately 150,000. They will receive the pay of a private in the army and will be fed, housed and clothed by the Government. It is arranged to devote eleven hours a week to strictly military subjects, drill and physical training and forty-two hours a week to lectures, recitations and other preparations usually found in a college curriculum.

The United States Railroad Administration asks persons who would submit new railroad devices for the consideration of the administration to observe the following rules: Correspondence relating to locomotives or cars should be addressed to United States Railroad Administration, Frank McManamy, Assistant Director, Division of Operation, Washington. Correspondence relating to roadway and track should be addressed United States Railroad Administration, C. A. Morse, Assistant Director, Division of Operation, Enginering and Maintenance, Washington.

Provost Marshal General Crowder has announced that a drive against slackers in ship yards uncovered 20,000 draft registrants who tried to evade the call to service by obtaining employment with the United States Emergency Fleet Corporation. At Cramp's shipyard in Philadelphia some employes suspended work in disgust because of the antics of these slackers who had secured positions as sub-foremen. Among them were pugilists and ball players who would order skilled ship builders to "go down in the cellar," when they meant the hold of the vessel, and "go up stairs," when they referred to the deck. One worker declared that skilled men are "doing their damnedest" to build ships, but are interfered with by these incompetents. Workers suggest that if there is less discussion about sports and more energy displayed in getting ships into the water the war will end more quickly.

Domestic and Naval

Twenty-four men, comprising the crew of the fishing schooner "Gloaming," of Lunenburg, N. S., have been picked up in dories near St. Pierre, Miq. They reported their vessel sunk by a German submarine.

The Federal Government has chartered the "Mandeville," formerly the "Hanover," from the Louisiana Transport & Ferry Co., for use as a training ship for the merchant marine. The "Mandeville" operated for a number of years on Lake Pontchartrain.

Last year the International Mercantile Marine Company made a profit of 22 per cent. on its preferred stock. Its annual report shows a surplus of $15,475,985, after meeting all fixed charges and operating expenses, including cost of repairs, maintenance and overhauls.

Moises Huerta, the Spanish sculptor, has completed the model for a monument dedicated to the victims of the "Lusitania," which is to be erected on the seashore near Boston. The monument represents the earth drawing from the sea's bed the bodies of the torpedoed vessel's victims.

To better provide for fire protection along the Delaware and Schuylkill River fronts where millions of dollars are being expended in new piers and warehouses, it is proposed to have as many tugs as it is possible equipped with power pumps and hose to assist in fighting fires.

The Delaware Shipbuilding & Repair Co., of Philadelphia, has acquired about twelve acres at Beach and Erie streets, Camden, N. J., adjoining the shipyards of Quigley & Dorp, which will be used for the construction of a shipyard and repair works. It is understood that the plant will be equipped for the production of ocean-going barges of about 2500 tons capacity.

The American Screw Propeller Co., of Philadelphia, designers of screw propellers and propulsive experts, advise that they have designed the propellers for over 450 vessels now building or on contract and that their clientele consists of nearly fifty of the largest American and Canadian shipyards, ten prominent steamship lines, eight naval architectural and engineering concerns, and a number of engine builders.

Shipping Board energies are, it is understood, to be directed toward the object of discovering the cost of vessels building in American shipyards. This program will be formulated at a conference to be held next week by Edward N. Hurley, Charles M. Schwab and Charles Piez. The purpose is to determine the cost of steel, wood and composite ship production and to make a comparison of prices in this country with those of foreign countries.

Shipyards along the Eastern seaboard will be requested gradually to adapt their yards to build one standard type of ship instead of two or more, as at present, says Charles Piez, vice-president and general manager of the Emergency Fleet Corporation. The idea of thus standardizing the work in the shipyards is to speed up production. The Pusey & Jones Co. will probably construct 12,000-ton ships after present contracts are concluded, while the ships at Hog Island will probably all be of the 7500-ton class.

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San Francisco Letter List

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Corran, Geo.
Corson, Geo.

Dew Pree, Earl
Didrickson, Martin
Dobbin, Harry
Donk, Johan
Dreyer, Jack O.
Dukatz, H.
Dumas, Clifford
Dunwoody, Geo.
Dyer, John

Erickson, Gustav
Erickson, Nils
Esterberg, Gust.
Etherton, Ward
Ettrup, Jens
Evensen, Andrew

Flem, Knut
Fomichoff, T.
Franzell, A. Th.
Fraser, Alexander V.
Fraser, Charles
Fraser, James
Fredriksen, B. D.
Freidland, Carl J.
Fritz, Henry
Frost, Konge
Frost, Peter

Gray, Hamilton
Green, Laurence
Gregg, Harry B.
Gulbranson, B.
Gulfeldt, A.
Gusgron, Joseph
Gustavsen, Anton
Gussum, Joe
Guthrie, R.

Hildes, W.
Hill -1387
Hill, — -2030
Hilli, Albert
Hobbs, Frank
Holm, Astrip
Holm, Nils W.
Holmes, Fred
Holmes, W.
Holmgren, H.
Holmstrom, Carl A.
Holmstrom, Fritz
Hovde, Michal
Howe, Albert
Hubbard, Howard
Hubbert, John L.
Hylander, Gustaf
Hyskell, T. J.

Johannesen, Hegle
Johannesen, Johan
Johansen, A. -2412
Johansen, Fritz
Johansen, John
Johanson, A. -2050
Johanson, Knut
Johanson, Robert
Johnsen, G.
Johnson, Ralph
Johansson, Bernard
Johnson, Hjalmar

Johnson, Norman
Johnson, Ole
Johnson, Oscar W.
Johnston, Leslie

Kaktin, Ed.
Kallberg, Arvid
Karlson, Axel
Karlsson, Jonan
Karusmoli, Karl
Kaskinen, A.
Kearns, N.
Kelly, E. -1050
Kjellsson, Axel
Knaut, Charles
Knockenhauer, H.

Larsen, Alf
Larsen, Arthur
Larsen, G.
Larsen, H.
Larsen, K. -1560
Larsen, Ingolf
Larson, Cornelius
Larson, L. A.
Leinasar, Jacob
Letchford, Alexander
Lewis, Harry S.
Lewis, Owen J.
Lincoln, H. A.

MacManus, P.
Madsen, Jack
Madsen, Tom
Magnuson, Magnus
Malmgren, Oskar
Martinsen, Nordal
Marshall, E. R.
Martinsen, John
Mathiesen, Axel
Mathusen, L.
McCormick, Lawrence
McGillivray, F. B.
McLeod, Norman A.
McNair, H. S. S.
Melander, Gust.
Melander, J. K.

Nannestad, A.
Neilson, Neil
Nelson, Carl C.
Nelson, Charlie
Nelson, N. P.
Newman, Gustav A.
Nielsen, C.
Nielsen, Harald J.
Nielsen, Kristian
Nilsen, Conrad
Nilsen, Hans L.
Nilsen, Ole E.
Nilson, Hjalmar
Nilson, Nat

Oakley, Loren D.
Oberg, Einar
Oteldt, C.
Okesson, Erick
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Olesen, Ingwald
Olgrein, Verner
Olmstead, Harry
Olsen, Charley
Olsen, Hans
Olsen, Herman

Paal,
Palm, Torval L.
Palu, G.
Panchot, Herbert
Paulsen, Karl
Parks, Leslie
Parral, Olegario
Paulsen, Aksel
Pedersen, Eysten
Pederson, Charles
Pedersen, Peter B.
Pederson, Oluf
Pedersen, Sofus R.
Perkins, Will

Quickman, W.
Quilje, Johannes
Quinn, William

Radke, Paul
Ram, E.
Ramstad, Andreas
Rasmussen, Jack A.
Rasmussen, S. A.
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Sandstrom, O. H.
Sanne, Rudolph
Sounders, O.
Sarin, Charlies
Sarin, Wilhelm A.

Jones, E. L.
Jones, Fred
Jordan, Henry
Jorgensen, Robert

Knudsen, Daniel
Koppel, John
Korbee, H. J.
Koskinen, Waino
Kosoff, I.
Koster, Walter
Kraut, Charles
Kristensen, L. P. J.
Kroeger, Walter
Kruse, Chas.
Kurgrel, Oles

Lindblad, Conrad
Lindros, G. J.
Lindquist, Charley
Lindquist, Ralph
Linsner, Paul
Long, C. E.
Lubbers, Henrick
Ludvigsen, P. L.
Lundberg, Thom
Lundmark, Helge
Lynch, James
Lyngaard, George

Mess, William
Meyer, H.
Meyer, Hans
Miatas, Nicolai
Michelsen, Harry.
Milnor, C. D.
Mjaanes, Johan
Moller, A. E.
Moller, F. A.
Monroe, John
Monsen, Birger
Monson, Carl E.
Morrison, Phillip
Mortensen, B.
Moseley, T. E.
Mulley, James

Nilsson, Axel
Nilsson, Reinholt
Nolen, Axel
Nordby, Jacob
Nord, Clarence
Nordenberg, J.
Nordling, Sam
Nordstrom, Enst
Nordstrom, Hans
Norling, Gust.
Norton, Emil
Nurkin, H.
Nutcher, Lyle P.

Olsen, Johan S.
Olsen, Karl
Olsen, Kristoff
Olsen, Ole -1325
Olsen, Oskar
Olsen, Peter
Olsen, Reginar
Olson, Albert
Olson, Andrew W.
Olson, John

Peterson, Harry J.
Peterson, O. -1551
Peterson, Robert
Pierce, William B.
Pietch, Frank
Pilcher, H. J.
Pinkiert, C. B.
Pint, G. H.
Pope, B.
Porter, J.
Powell, H. A.
Powell, Patrick
Putkka, Werner

Quirage, Juan
Qvanstrom, Arvid

Roesberg, Chas. V.
Roos, Yrjo O.
Ronn, E.
Rop, Albert
Rosen, Valfrid
Ruckmich, A.
Ruger, Harry W.
Rundstrom, Albert
Ryan, Patrick

Schmidt, C.
Simensen, Arne
Simpson, L. C.
Smith, John
Smith, John T.
Smyth, Joseph B.
Speckmann, M.

Solvin, Oscar E.
Sorensen, Georg
Sorensen, J. H.
Sorensen, Jorgen
Sorensen, O. E.
Spatz, K.
Stenuesen, Gust.
Sternberg, Alf.

Taival, Alfred
Talbert, Frank
Tanman, Robert
Thomas, Henry
Thomas, Nelson
Thomsen, Ben
Thor, Lauri
Thorngren, Chas. G.
Uhlen, Jack

Vadum, Kristoffer
Van Vleet, T. B.
Van Graff, Jan

Wachter, John
Wagner, Ralph W.
Wake, John
Wallenstrand, Harry
Ward, Carl
Welsson, Emil
Wesgard, Jens
West, I.
Westren, Christ.
Westvik, I.
Wichman, Daniel
Wicklund, T.
Young, W. H.

Zeritt, John

Strybos, D.
Svanson, William
Svendsen, S
Svensson, John
Sveeingsen, S. U.
Swansen, A.
Swensen, Anker
Swenson, Rubin

Thorsen, Thor
Tiller, Edward
Tilt, Clifford
Tobiason, Joel
Tomson, Charley
Toutt, Walter
Trimmer, David

Van Orsdol, C.
Vera, Oscar

Wihavainen, Geo.
Wilkinson, George
Williams, John L.
Williams, T. C.
Wilson, Williams
Wink, Pete
Winkler, Otto
Whitby, G.
Wolstenholm, Thomas
Wurst, Walter

Zetergren, E.

PACKAGES.

Ekwall, Gust A.
Enstrom, Carl M.
Fagerberg, Ivan
Frazer, Alex V.
Halvorsen, Elmer
Irmey, Fred
Johnson, Carl
Johnson, Ivar
Jurgenson, Julius
Kerr, H. J.
Malmquist, E. J.

Mortensen, J. C
Mourice, Francis
Nelson, A. -1092
Olson, Knut
Osterholm, John W.
Paal, K.
Roach, Alfred
Smith, John T.
Wesgaard, Jens
Zeaberg, Jack

REGISTRATION CARDS.

Allias, W.
Andreson, Andor J.
Anderson, Jack J.
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Campani, Juan
Carlera, Peter
Cariman, David
Dewlin, Charles J.
Elonen, John
Ferguson, Emmet
Finna, Maranda
Grussman, Alec G.
Hagburg, Gust.
Halvorsen, Olaf
Highland, Daniel

Hinsen, Andrew L.
Johnson, Olaf V.
Larson, John W.
Lauritsen, Ole
Mattesen, Hans
Mattson, Johan H.
Nall, Elijio
Navano, Casinino
Nordstrom, Gustaf E.
Pederson, Carl
Peterson, Alfred
Sandell, John A.
Sandstrom, Iver
Soderlund, J.
Wickman, Peter
Wright, William H.

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Abramsen, David B.
Berg, John
Blom, John
Boman, H.
Burg, John
Bywater, Chas.
Duggan, Thomas
Guilefsen, Hans
Helander, John
Johansson, Arva
Johanson, Chas.
Johanson, Hans
Johnson, John
Knight, H.
Kolinen, Oscar
Kuhn, John
Kyardalen, Ole Hansen

Larsen, Olof
Mattson, Chas.
Mittchel, Joseph
Moberg, Oscar
Nannestad, Arthur
Olander, E. P.
Olson, Anskar
Ostberg, Ansgar A.
Olsen, Peter E.
Paulsen, Axel J.
Sakarias, Rod.
Sheldon, C. B.
Simmonds, J.
Steen, J. I.
Tamisar, Peter
Weber, Fred
Wickman, Daniel
Welsham, R.

Tacoma Letter List.

Carlstrand, Gustaf
Hoffman, Fred
Holmstrom, Carl
Houge, Anton
Kalberg, Wm.
Krane, I. I.
Larson, Alexander
Magill, Michel
Magnusson, E. W.
Martinsson, E.

Meyer, Karl
Nielsen, Niels -751
Olsen, Emil
Palken, G.
Berteisen, Bertel
Pettersson, -1287
Revheim, Oscar
Seyfried, M. -2962
Swansen, Carl

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Anderson, Albert	Kase, A.
Albertsen, Peter	Kaskinen, Albert
Anderson, C.	Kristensen, Wm.
Ahren, Wm. J.	Kelly, Wm.
Backman, Peter W.	Knofsky, E. W.
Brandt, Arvid	Knutsen, Ragnwald
Bohm, Franz	Laatzen, Hugo
Cariera, Peter	Larsen, Hans
Carlson, Carl G.	Miller, Harry
Christensen, H. P.	Mikkelsen, Harry
Danielsen, Eric	Mattsen, S. H.
Dahl, Ludwig J.	Murphy, Francis Leo
Elliot, Austin E.	Nordman, Alek
Eriksen, C.	Nordling, F.
Eikland, Ole	Nielsen, Jens
Guildersen, W. E.	Nurm, John A.
Guthrie, V. A.	Nogat, E. G.
Geiger, Joe	Nelson, A. S.
Graaf, John D.	Nelson, Harry
Henriksen, Henrik G. V.	Ogilvie, Wm. A.
	Olson, J. W.
Hoffmeister, M. A.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, S.
Henricksen, Christian G.	Palm, P. A.
	Peterson, Frank A.
Halligan, Thomas	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
Johnson, Karl	Siebert, Gust
Jorgenson, Earl	Swanson, E. O.
Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Tuhkanen, Johan J.
Jakobsson, K. J. W.	Thoresen, Ingwald
Johnson, Herman	Torjusen, G.
Jensen, Gotfrid	Westengren, C. W.
Jespersen, Martin	Warren, Geo.
Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

The members of the crew of the S. S. "Grayson," who rendered salvage services to the "Lowther Grange," will please communicate with S. B. Axtell, 1 Broadway, New York, N. Y., for their share of salvage money. 1-30-18

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INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

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News from Abroad

A Belfast shipyard has established the world's record by completing a vessel in five days after launching.

A British armed boarding steamer was torpedoed and sunk by a German submarine on September 12, the British Admiralty announced. Fifty-eight members of the crew are missing.

A Budapest report to the Jewish Correspondence Bureau states that Jews in Galicia have been systematically rounded up and robbed, under the pretense of special taxation, and expelled from the country.

The disastrous Grey nunnery fire at Montreal on February 14 last, in which sixty-five babies were burned to death, was purposely caused by a female orderly of the institution, Berthe Courtmanche, who is said to have periodical attacks of fire mania. She has just confessed.

The former Russian Dowager Empress and three Princesses and two Grand Duchesses, whose names are not reported, were burned to death about a month after the Russian Emperor was shot, according to a story reaching London. The source of the story is given consideration in some quarters, and an investigation has been started.

Cologne, Coblenz and other German towns, killing or injuring many persons, says the Het Volk of Amsterdam. The newspaper says the number of casualties published in the German newspapers are much under the actual total. It adds that many residents of the towns that are being raided are fleeing to Holland for

Allied airmen are daily bombarding safety.

A circular sent out by the Minister of Shipping of Newfoundland gives warning to all vessel owners in the colony that voyages to Sydney, Halifax and United States ports are for the present attended by the greatest danger to ships from submarines. Shipowners who commission their vessels to go to sea after this warning, the circular states, do so at their own risk.

The trial by court-martial of Giorgio Carpi, Achille Moschini, Guglielmo Partolini and Mario Azzoni on the charge of being implicated in the blowing up of the Italian battleship "Benedeto Brin" has concluded. The first two were sentenced to be shot in the back after degradation, and Guglielmo Bartolini to hard labor for life after degradation. Mario Azzoni was acquitted, his guilt not having been proved.

John W. Davis of West Virginia, now Solicitor-General of the United States, has been selected by President Wilson to succeed Walter Hines Page as Ambassador to Great Britain. The announcement of Davis' selection disclosed that he had arrived safely in Switzerland, where he is to head the American delegation at the Berne conference between American and German missions on the treatment and exchange of prisoners of war.

German airplanes have been busy bombing the St. Quentin sector in France and the enemy utilized a number of new type planes of huge size. Three of these shot down east of Peronne were capable of seating eight men. The most astounding thing about them, however, was that they carried bombs thirteen feet long, which contained 2000 pounds of explosives. This is by far the biggest bomb the Germans have yet produced.

With the Wits

A Right to the Name.—"You call that patch a war garden?"

"Hasn't it the appearance? Since the drought hit it, it looks like a section of No Man's Land."—Washington Star.

Fair Warning.—Old Gent—Do you think the Germans could really bombard London with a big gun?

Tommy—You never know, guv'nor. If you've got any sense you'll leave off wearing your best hat.—London Opinion.

One Against Arbitration.—"Reasonin' wif a man can't always be depended on to prevent a fight," said Uncle Eben. "Gittin' de worst of an argument is mighty liable to make a weak-minded person so mad dat he pulls a razor."—Washington Star.

Remodeled Name.—"Why do you keep referring to von Ananias? There is no such person mentioned in the Bible."

"I put the 'von' in myself. The name of the original mendacity expert should be Germanized as much as possible."—Washington Evening Star.

Might Be Worse.—"Don't you sometimes get tired of explaining to your constituents what you have been doing in Congress?"

"No," answered Senator Sorghum, "I'm thankful if they give me a chance to explain instead of jumping at their own conclusion."—Washington (D. C.) Star.

Misrepresenting a Bee.—English officers and men still experience difficulties with the language at the front. Recently an officer, seeing a swarm of bees settled near his billet, rushed to adjacent cottages to inform the residents. But explain verbally he could not. So, taking paper and pencil, he drew a rough sketch of a hive, then waggled his fingers in what he thought the correct wing-like way. It was a failure, so he sketched a number of bees, and buzzed a beesome buzz. Thereupon the cottagers, together with one consent, bolted to their dugouts, believing that he meant hostile aircraft overhead.—London Daily Chronicle.

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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CALIFORNIA'S LABOR CONCLAVE.

Reports of Delegates to State Federation of Labor Convention.

To the Sailors' Union of the Pacific:

Your delegates to the Nineteenth Annual Convention of the California State Federation of Labor, which was held at San Diego, Cal., October 7-11, inclusive, hereby respectfully report as follows:

With more than 200 delegates from every part of the State in attendance, the convention was called to order by Walter Barnes, chairman of the Convention Committee. Mayor L. J. Wilde welcomed the delegates in behalf of the citizens of San Diego. Preceding the opening session there was a parade of the delegates through the principal streets of the city.

As the first order of business the convention by unanimous vote ordered the following telegram sent to President Wilson:

October 7, 1918.

Hon. Woodrow Wilson,
Washington, D. C.

We, the delegates attending the nineteenth annual convention of the California State Federation of Labor, representing the organized workers of California, heartily congratulate the Army, Navy and Air Forces on their magnificent devotion and courage. We are confident that the bravery shown and the suffering endured by all concerned will in the near future secure a lasting and triumphant peace for the peoples of the world.

CALIFORNIA STATE FEDERATION OF LABOR,
Daniel C. Murphy, President,
Paul Scharrenberg, Secretary.

The reports of the executive officers and organizers showed that during the past year the organized labor movement of California has thrived and prospered notwithstanding the fact that thousands of California trade-unionists are now with the military and naval forces in our war to make the world safe for democracy.

In Los Angeles, where the opposition of organized labor has always been strong, the unions had an unprecedented increase in membership and many new unions have been organized.

The report of the Secretary showed a net increase in the membership of the Federation by approximately 6500 (making the total 78,000). The number of local unions affiliated with the Federation is 486; Central Labor Councils, 21.

The Federation's finances were shown to be in a healthy condition. The total receipts for the year were $9428.61. The total disbursements amounted to $8985.71. The balance on hand at the close of the fiscal year was $4320.52 in cash and $1500 in Liberty Bonds.

Measures on November Ballot.

The convention went on record upon several of twenty-five measures pending before the people of California at the November election.

Following are the convention's recommendations; the ballot numbers and titles being used in describing the various measures:

No. 1—Liquor Regulation, Initiative Act (the so-called Rominger Bill). Vote No.

No. 4—Absent Voters, Assembly Constitutional Amendment No. 1. Vote Yes.

No. 9—Appellate Court Divisions, Senate Constitutional Amendment No. 45. Vote Yes.

No. 15—State Budget Board, Senate Constitutional Amendment No. 15. Vote Yes.

No. 20—Health Insurance, Senate Constitutional Amendment No. 26. Vote Yes.

No. 22, Prohibition, Initiative Act for Complete Prohibition. Vote No.

No. 23—Workmen's Compensation, Senate Constitutional Amendment No. 30. Vote Yes.

The Reconstruction Programme.

No less than six different resolutions were introduced on various phases of demobilization and reconstruction after the war. In reporting upon these the Committee on Resolutions made the following recommendations:

"We, your committee, have given careful reading and thoughtful consideration to the various resolutions submitted relative to Reconstruction after the War.

"We are keenly alive to the necessity of preparing for the home-coming of the boys from 'over there.'

"Our boys, who in the interest of democracy responded to the call of the country to strangle the military autocracy and make the world safe for democracy.

"The authors of the resolutions being actuated by motives of the highest and noblest nature have made it a task, indeed, for your committee to report upon any one resolution.

"We wish to commend the spirit that actuated the brothers in the preparation of the resolutions, realizing that of all the problems claiming the attention of society, this question transcends all questions in importance and urgency, and Organized Labor, being a component part of society, is vitally interested in the manner in which these boys are received in the communities and homes from whence they came, inasmuch as the wholesale discharge of these men without first considering the communities' interests would throw the industrial machinery of the country into chaos and bring great harm to the workers, whose interests we are commissioned to guard. Appreciating the thought, running like a silver thread through these resolutions, your committee recommends that this matter be referred to a committee of seven to be appointed by the President of this Federation. The President and Secretary of this Federation to be members of said committee. That committee to make a thorough study of this question, and to submit a blue print—as it were—at the very earliest possible date to the Executive Board of the State Federation of Labor of the State of California, to the end that some sane solution may be devised to maintain the equilibrium of our movement and safeguard the interests of the boys when they return from 'over there.'"

The report of the committee was adopted and the following special Committee on Reconstruction appointed:

Seth R. Brown, Los Angeles; Walter J. Yarrow, Coalinga; George A. Tracy, San Francisco; Witten W. Harris, Bakersfield; J. B. Dale, Vallejo; President Daniel C. Murphy and Secretary Paul Scharrenberg.

Farmer-Labor Platform Endorsed.

The convention endorsed the Declaration of Principles and the Economic and Political Platform of the California Union of Producers and Consumers.

The previous convention of the California State Federation of Labor formally initiated a get-together movement of Organized Labor with the Organized Farmers and the Co-operative Societies of the State and authorized a committee to meet with the Farmers and Co-operators and, if possible, unite upon a common platform on legislative and economic issues. As a result the Union of Producers and Consumers was organized and the platform (previously published in the Journal) has now been formally adopted by the organized labor movement of the State.

A resolution introduced in this connection proposed "further activity in conjunction with these affiliated groups so as to place candidates in the field by nomination and endorsement of a full ticket."

This resolution was referred to the Executive Council for further consideration and action.

Recommendations on the Mooney Case.

The Committee on Officers' Reports submitted the following to the convention anent the Mooney case:

"President Murphy in his annual report to the convention stated that 'a new trial is necessary for Thomas J. Mooney.'

"Secretary Scharrenberg, in his report, chronologically reviews for the year the activities and developments, step by step, of the case. He reported that on January 26, 1918, the Federal Commission after a painstaking and thorough investigation unanimously recommended to the President that Mooney receive a new trial. He also reported that President Wilson appealed to Governor Stephens repeatedly to grant Mooney a new trial. He further reported that the various labor groups of the world have appealed for simple justice for Mooney, directly to the executive of the nation, of the State and organized labor.

"This convenion should attempt to allay the unrest that exists throughout the labor world as a result of this miscarriage of justice. Regretfully we must record the fact that Governor Stephens to date has not harkened to the appeal of the President and the people. It must be noted that labor bodies in many parts of the country threatened to strike and were only held in check by Mooney himself, on May 1 last, through a strong appeal to the workers not to interfere with essential war industries. In order to avoid any drastic action being taken by labor, your committee recommends:

"That upon the adjournment of this convention, the Mooney case, in its labor aspects, be presented to the War Labor Board, of which Frank P. Walsh and William H. Taft are joint chairmen, to be dealt with as a war issue.

"This is urgent, in view of the menace to the

uninterrupted prosecution of necessary war industry, which further delay in securing justice for Tom Mooney and Warren K. Billings will bring."

The recommendations of the committee were concurred in

Summary of Resolutions Adopted.

A total of 46 resolutions dealing with many subjects and matters were introduced. Several of these have already been dealt with. Among the remainder the following should be noted:

Requesting that the Priorities Board place the commercial printing industry with others included under the fourth classified list, for preference for fuel and other supplies necessary to enable these plants to continue in uninterrupted operation.

Condemning Rent Profiteering and recommending to the Executive Council to propose means of meeting the evil.

Endorsing a bill prohibiting the employment of children under fourteen years, in any occupation, trade or profession, for profit.

Submitting to the consideration of the Executive Council the establishment of a Legal Department.

Urging the enactment of a law giving a subsidy of State funds and State credit to co-operative organizations formed under proper assurances of security to the government of the State.

Protesting against the discrimination against union men pursued by the Baker Iron Works of Los Angeles and referring the subject matter to the War Labor Board, with the request that they make an investigation of industrial conditions in this plant and that a speedy remedy be sought.

Urging the enactment of a law making it compulsory to equip all motor-going vehicles on public thoroughfares with windshields.

Petitioning Congress to enact the necessary legislation, providing for a Federal Personnel Commission upon which the employes shall have adequate representation and which commission shall have full authority to make investigations concerning salaries, wages and conditions of employment of all employes in the civil establishments of the United States Government and of the Government of the District of Columbia, so as to develop the standardization of duties, wages, salaries, hours, efficient ratings, titles and submit recommendations to Congress concerning same.

Pledging support to the affiliated postal employes in their efforts to insure a more strict observance of the letter and spirit of the postal eight-hour law by securing legislation establishing a rate of time and a half for all work in excess of eight hours.

Declaring that every member of an affiliated union must carry a card of each trade, craft or profession he follows, provided such trade, craft or profession is organized into a union.

Endorsing the McKellar-Keating bill (providing for retirement on annuities of Federal employes) and urging its favorable consideration by Congress.

Declaring that whenever a public utility of the State of California reduces wages, lengthens hours of service or abrogates overtime agreements, the cost of which has been covered by permission to charge increased rates to the public, the Executive Council of the California State Federation of Labor shall immediately file a complaint with the regulatory body having jurisdiction urging a proportionate reduction of such rates.

Protesting against the refusal of certain judges to accept the war bonds of the United States Government as bail in the cases pending before them.

Declaring that the keeping open of any barber shop all night or after 7 p. m. is unnecessary and a waste of man power.

Requesting that the United States operated railroads haul United States shipbuilders to the United States Government work in the shipyards of Southern California instead of putting up with the inadequate service of the trolley lines.

Urging that representatives of labor be accorded seats in the world's peace conference with vote and voice in the deliberations. Also asking President Wilson to use his good offices to that effect.

Endorsing a bill providing for the Sunday closing of barber shops, stores, etc.

Favoring the enactment of a Masonry Inspectors' bill, similar to those that are in full force and effect in other States of the United States.

Endorsing and pledging support to the Fourth Liberty Loan.

Endorsing and pledging support in the United War Work campaign for the purpose of raising the sum of $170,500,000 for the combined use of the American Library Association, the Jewish Welfare Board of the United States Army and Navy, the National Catholic War Council, the Knights of Columbus, the Salvation Army, the War Camp Community Service, the Young Men's Christian Association and Young Women's Christian Association.

Endorsing a California Sanitation and Examination law for Barbers along lines approved by the Journeymen Barbers' International Union of America.

Practically all the incumbent officers were re-elected for another year.

George A. Tracy of the San Francisco Typographical Union was elected as the Federation's delegate to the next convention of the American Federation of Labor.

Bakersfield was selected as the next convention city.

During our stay at San Diego we were hospitably entertained and with only minor exceptions the work of the convention was carried on in a fraternal and harmonious spirit. Altogether, your delegates are of the opinion that the progressive policy of the Federation has borne splendid results and that the achievements of the California labor movement are but a harbinger of still greater and better things to come.

Fraternally,

HARRY OHLSEN,
E. A. ERICKSON,
JOHN H. TENNISON,
JOS. FALTUS,
FRANK JOHNSON,
PAUL SCHARRENBERG.

THE RIGHT TO A DISCHARGE.

EDITOR, SEAMEN'S JOURNAL:

On October 5, 1918, Judge Dooling, at San Francisco, construed in favor of three seamen off the "Munrio" shipping articles for a voyage from Norfolk to the west coast of South America and back to a final port of discharge in the United States. The shipowner claimed that the seamen were bound to remain on the vessel until her return to the east coast. The opinion is given below.

Yours very truly,

F. R. WALL.

San Francisco, October 15, 1918.

Judge Doolings Opinion.

"Libelants shipped as seamen on board the 'Munrio' for a voyage 'from the port of Norfolk, Va., to one or more ports on the west coast of South America, via Canal Zone and such other ports and places in any part of the world as the master may direct, and back to a final port of discharge in the United States, for a time not exceeding six calendar months." The vessel left Norfolk on June 15, and proceeded to Cristobal, Panama, where she discharged her cargo of coal. She then proceeded light to Taltal, Chile, to be loaded with nitrate, with which cargo she went direct to San Francisco, arriving there August 9.

The cargo was discharged in San Francisco and another cargo taken on with which the vessel sailed from San Francisco on August 24, whither, the record does not disclose.

"On August 14, the libelants asked the master for their discharge. This was refused, and they left the ship. Later they returned for their wages but the master paid them only one-half the amount, and as they did not return marked them as deserters. Libelants contend that under the shipping articles they were entitled to discharge in San Francisco. The respondents contend that libelants were bound to remain by the ship until her return to the east coast of the United States. The question, therefore, to be determined is what is the voyage described in the language of the shipping articles quoted above. I think the voyage described is a voyage from Norfolk to one or more ports on the west coast of South America via the Canal Zone and such intermediate places as lie between such Canal Zone and the one or more ports on the west coast of South America and back to a port in the United States. The time of service is not definitely fixed, but is not to exceed six months. There is nothing in the articles showing that the vessel intended to return to the east coast within the specified six months, nor anything in the record to show that such was the intention, nor anything to show whither the vessel went upon leaving San Francisco.

"The definite things specified in the contract seem to me to be those stated, from Norfolk via Canal Zone, an intermediate places, to one or more ports on west coast of South America and back to a port in the United States. Respondents do not contend that they were bound to return to Norfolk, and I cannot see why the word 'east coast' should be read into the contract. There was no submission of the controversy to the Commissioner and no award.

"A decree will be entered awarding Villarino $126, Garcia $98.80 and Varela $89, together with costs.

"October 5, 1918.

"M. T. DOOLING,
"United States District Judge."

AMERICA'S EXAMPLE.

The Danish newspaper, "Politiken," in an editorial which has attracted considerable attention in Europe, says that America has sounded the death knell of the "old-fashioned militarism" based upon eternal "preparedness":

"Last year jeering voices in Germany spoke of America's platonic declaration of war. A country without an army and navy would be unable to bring an army to Europe, even if it had one! Nobdy believed in the possibility of raising an army of millions in a year. One had seen how long it took England to let her immense forces loose.

"Furthermore, it was argued, even if the human material were available, how, with short training, could it replace and outweigh the advantages possessed by the European powers, above all, Germany, with centuries of military traditions and years of preparation in arming?

"So one reasoned in Germany and outside. Now we live to see American transports cross the Atlantic apparently as safely as in peace times. Troops depart and arrive punctually—in August 300,000; in one year about 3,000,000.

"But there lies, in all this, a threat against the root of old-fashioned militarism. After this war even the most hardened militarists must ask themselves whether there is any sense in throwing mllions away on a peace time establishment, a gigantic army and navy, when the whole machinery can be improvised in a few months. That is precisely what America has done."

The troop train had just pulled into the station. A big, husky negro stuck his head out of the car window and shouted: "Say, boss, what town you-all call dis?" "This is Accotink." "And, boss, what state is dis?" "Virginia: Accotink, Virginia." "Well, well, Ah dun been travelin' on dis yere train foah days and foah nights. Where de debbil am dis yere France, anyhow?"

The injunction against the boycott is a negation of the first principles of free government—i. e., the right of petition.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

United States War Inventions.

The Committee on Public Information says American inventive genius has perfected a plan whereby potash is taken from the flue dust of cement works and this country is now independent of German potash for all time.

"For years before the war," it is stated, "Germany was buying up the world's supply of castor oil and storing it for use in lubricating air plane engines. We have perfected a mineral oil that serves as well as castor oil in all but the very fast fighting planes.

"We have discovered a way to make coal smokeless by extracting from it valuable by-products that have previously gone to waste.

"We have found a way to save half the oils, greases, and animal fats that have been lost in use in the past.

"We have produced a gas mask that can be worn for hours without discomfort.

"We have improved rifles and machine guns that give our soldiers weapons greatly superior to the enemy's.

"New methods and appliances for fighting submarines have overcome the U-boat menace. New industrial methods in ship building have speeded up our production beyond all expectation. Improvements in wireless communication have given our troops a great advantage on the battlefield. Improvements in medical science have reduced our army's death rate from disease to one-tenth of the lowest rate established heretofore.

"In short the nations whose inventive genius supplied the Germans with all their modern engines of war, have now so improved on those inventions that the Germans are fighting at an increasing disadvantage on land, on water, and in the air."

"Keep Schools Open," is Educator's Plea.

School Life, published by the Federal Bureau of Education, prints three pleas that schools be kept open regardless of cost during the war.

French educators send this message to America:

"Do not let the needs of the hour, however demanding, or its burdens, however heavy, or its perils, however, threatening, or its sorrows, however heartbreaking, make you unmindful of the defense of tomorrow, of those disciplines through which the individual may have freedom, through which an efficient democracy is possible, through which the institutions of civilization can be perpetuated and strengthened. Conserve, endure taxation and privation, suffer and sacrifice, to assure to those whom you have brought into the world that it shall be not only a safe but a happy place for them."

H. A. L. Fisher, president of the English board of education, says:

"At the beginning of the war, when first the shortage of labor became apparent, a raid was made upon the schools, a great raid, a successful raid, a raid started by a large body of unreflecting opinion. The result of that raid has been that hundreds of thousands of children in this country have been prematurely withdrawn from school, and have suffered an irreparable damage, a damage which it will be quite impossible for us hereafter adequately to repair. That is a very grave and distressing symptom."

P. P. Claxton, commissioner United States Bureau of Education, says:

"Every public officer intrusted with the support of public schools, should know that Europe's lesson to the United States as a result of the war is to keep the schools going; to make education during and after the war better and more effective than it has ever been. There are before us now just two matters of supreme importance: To win the war for freedom, democracy and peace, and to fit our schools and our children for life and citizenship in the new era which the war is bringing in."

Workers in Plants to Aid Government.

The War Industries Division of the Department of Labor announces that war industries' committees are being formed in all plants executing Government contracts.

These committees will consist of a chairman, who must be a shop worker; a representative of the employer; at least three shop workers and one representative of each department or division of the plant.

These committees are to be the connecting link between the Government and the plants in patriotic work. They are to hold weekly meetings and report their work to the War Industries Division.

"The chairman of a war industries committee," it is stated, "will introduce to the men Government speakers and do other work assigned to him by this division.

"We have instructed all those plants that the committee must be democratically chosen and the chairman must be a shop worker and not an employer.

"The duties of these committees will be strictly to act in conjunction with this division. They shall not have the right to consider wage questions or working conditions or act in any capacity as shop committees on grievances. They are purely and wholly patriotic committees, giving their entire attention to patriotic work in the plants.

"When the committees are selected, a certificate is forwarded to the chairman, making him a Government representative.

"It is the intention later on to issue to the members of the committees and to the chairman a bronze insignia of office, the design of which is now under consideration."

President Leads Allies.

The influential Manchester Guardian makes this comment on President Wilson's recent New York speech when the Fourth Liberty Loan campaign in that city was launched:

"Ever since America entered the war it has been plain, and time has made it plainer, that we have found in her not only reinforcement of power, but even more precious, reinforcement of statesmanship.

"More important even than help in win-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A young Japanese girl has obtained a license as sea captain. Her name is Tatzu Imamizo, and she received her training from her father, with whom she sailed the Inland Sea. When she applied for a license the authorities hesitated, for she was the first woman who had ever sought recognition as a skipper. As there was no provision permitting discrimination on account of sex, the license was issued.

Belgian labor will be greatly hampered after the war, for the Germans have pillaged the factories of that country. The factories in Ghent have been obliged to give up copper, iron wedges, belts, cables, pneumatic tools, lathes, and planes. More than twenty steam boilers have been sent from Ghent to Germany. Business houses are also being forced to give up cast iron, steel, pulleys, gears, and reserve parts.

Six thousand workingmen and workingwomen cheered the war aims of President Wilson at a mass meeting held recently at Mannheim, Germany, according to the correspondent of the Swiss Humanite. A member of the Independent Party, in a speech, outlined the President's program as formulated in January, 1918. "On the basis of the Wilson war aims peace could be established with a little good will," the speaker declared. The Humanite says: "The applause which greeted his words sufficed to show that the greater part of the persons in the hall were of his opinion, but the authorities were unwilling that the assembly should manifest its sentiments in this respect by a formal vote."

The radical wing among the federated trade unions in Norway has gained the upper hand and demands the immediate inauguration of the universal eight-hour day. The conservative wing, on the other hand, has proposed to the Government that the eight-hour day be enforced by law during the war and as long as unemployment and hardship may exist. An industrial depression prevails in Norway on account of the decrease of exports and imports due to the U-boat warfare, and intense suffering is said to exist among the workers in the larger industrial centers. Unless the government shortens the workday and equalizes employment so that all the workers will obtain better living conditions, it is likely that a general strike will be called by the radicals to force action.

The Canadian Railway Board of Adjustment has ordered wage increases for telegraphers employed on the commercial lines of the Canadian Pacific Railroad. These employes are members of the Commercial Telegraphers' Union, which handled the workers' case. Wage increases range from 25 to 40 per cent. Automatic telegraphers are included in the increase, being advanced from a monthly rate of $60 to $75. Day work is reduced from eight and one-half to eight hours, and night work from seven and one-half to seven hours. Typewriters will be furnished by the company. Supervising chiefs, who have heretofore been denied the right to organize, are included in the schedule. The increases date from May 1, which gives the key men nearly five months' back pay. These gains mean an annual increase of $500,000.

BUY WAR SAVINGS STAMPS

SAN PEDRO, CAL.

M. BROWN & SONS
Clothing and Furnishing Goods
WHOLESALE AND RETAIL
Exclusive Agents Florsheim and Douglas Shoes
And the Best in Oil Clothing and Boots
See them at M. BROWN & SONS
109 SIXTH STREET Opposite Sailors' Union Hall

LIPPMAN'S
Head to Foot Clothiers for Men
Fourteen Years in San Pedro
532 Beacon Street
531 Front Street
Two Entrances

FRERICHS NAVIGATION SCHOOL
529½ BEACON STREET, SAN PEDRO, CAL.
Seafaring people who desire to take up navigation, San Pedro, situated in the sunny south is the ideal place. Captain Frerichs has established a Navigation School here and under his undivided personal supervision students will be thoroughly prepared to pass successfully before the United States Steamboat Inspectors.
TERMS ARE REASONABLE

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For the BEST there is in TAILORING
Less the Fancy Prices
NOTE - S. G. Swanson is not connected with any dye works and has no solicitors.
Clothes Made Also From Your Own Cloth
Repairing, Cleaning and Pressing
2d Floor, Bank of San Pedro, 110 W. 6th St.
San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

The Anglo-California Trust Company
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Third and Twentieth Streets
CAPITAL AND SURPLUS.....$ 1,910,000
TOTAL RESOURCES 17,000,000
COMMERCIAL SAVINGS TRUST

BOOT & SHOE WORKERS UNION
UNION STAMP
Factory
Named Shoes are frequently made in Non-Union factories
DO NOT BUY ANY SHOE
no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.
All shoes without the UNION STAMP are always Non-Union.
Do not accept any excuse for absence of the UNION STAMP.
Boot and Shoe Workers' Union
246 SUMMER STREET, BOSTON, MASS.
John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INT'L UNION OF UNITED BREWERY SOFT DRINK WORKERS
Union Made Beer Ale and Porter
OF AMERICA
Ask for this Label on Beer
INT'L UNION OF UNITED BREWERY AND SOFT DRINK WORKERS OF AMERICA
Asks you to write and speak to your
STATE ASSEMBLYMEN AND STATE SENATORS
TO
WORK AND VOTE
Against the Ratification of the National Prohibition Amendment to the Constitution
INT'L UNION OF UNITED BREWERY SOFT DRINK WORKERS
Union Made and Bottled Soft Drink and Mineral Water
OF AMERICA
Ask for this Label on Soft Drinks

San Pedro Letter List

Andresen, Hans	Hoek, A.
Aalto, Harry	Kakanson, Axel
Anderson, Sven	Hammarquist, Gust
Breien, Hans	Housman, Charles
Biecha, Alf	Hoel, Jack
Bergh, Borge	Halvorsen, Harry
Clay, Henry	Hanson, Aug. -1134
Collins, Ed.	Irmy, Fred
Eklund, Swen	Johnson, Ole
Ellingson, Billy	Johnson, Chas. A.
Folvig, Ludvig	-2044
Fosberg, Leonard	Jonassen, Johannes
Flotman, G.	Jacobsen, Telegram
Frost, Peter	Johansen, Fred
Gundersen, Fred	Johansson, A. -1874
Grassen, Joe	Johansen, C.
Gallelberg, Martin	Jensen, Just. H.
Gunerud, Thorvald	Koff, Michael
Goffie, Le Win.	Kruger, G.
Holmstrom, Fritz	Kallas, M.
Holmstrom, Hjalmar	Letchford, A.
Hansen, Adolph	Lechemus, Bill
Hakanson, Axel	Lill, Karl
Larson, Gust.	Petrow, Fred
Lyngnes, Chris	Petersen, Aage W.
Louis, Jose M.	Quinn, Wm.
Miller, John	Raaum, Harry
Mourice, Francis	Rytko, Otto
Monson, Chas. C.	Rasmussen, J. A.
Nordling, Frank	Shlieman, F.
Nurmi, Taini	Stringer, E.
Norstrom, Hans	Seppel, P.
Nelson, D. -1099	Solvin, O. E.
Olsen, Ole W.	Steen, Ivar
Olsen, Andrew	Suni, A.
Pederson, Carl	Salo, Oscar
Pitkin, V.	Terkki, Arthur
Peterson, K. E. -903	Thornlund, John N.
Pederson, John	Williams, Edward A
Peterson, Hugo	Warkala, John
Paterson, C. V.	Yeoman, W. E.
Pelz, Fritz	Zunderer, Theo

IMPORTANT MAIL QUESTIONNAIRES.

Anderson, Jack John	Lonnquist, John
Clifford, Arthur R.	Victor
Danful, Albert	Nilson, Nils Edward
Haggeros, Samuel	Sandstrom, Oscar H.
Kalnin, Edward	Vestergaard, Thomas

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INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Pacific Coast Marine.

The Osaka Shosen Kaisha offices at Seattle announce that five new ships of the fleet of that concern would shortly be calling regularly at this port.

The merchant marine training school at Seattle during September placed 678 recruits aboard twenty different vessels and recruited 717 more men for training aboard the steamship "Iroquois" and "Chippewa."

The steamer "Benito Juarez," well known on this Coast from the Sound to Mexican ports, has been sold by the Benson Lumber Company to Manila parties. The price and terms of sale have not been divulged. The vessel has recently been employed in towing rafts.

Al Zipf, traveling manager of the White Pass & Yukon Route, arrived at San Francisco during the week, accompanied by other officials of the company, and will remain here for several weeks. Zipf said that the travel to Alaska has been lighter than usual this season, but the indications are that it will be extremely heavy when the war stops.

Probably the largest check sent by any shipping concern in the Northwest was recently forwarded to the Collector of Internal Revenue by F. M. Studley, Seattle manager for the Nippon Yusen Kaisha. The check was for $1,240,000, representing the income tax and excess profits tax of that concern, which has done an enormous business in the last fiscal year.

"Hull 17," the first ship to be built on Government contract by the Northwest Steel Company of Portland, Ore., was launched with impressive ceremonies in the presence of shipyard workers, their families and company officials. Mrs. W. B. Beebe, wife of the vice-president of the company, christened the vessel the "West Kyska" as the 8,800-ton craft slipped off the ways.

The Portland, Ore., Commission of Public Docks has passed a resolution asking the City Council to enact an ordinance submitting to the electorate at the coming general election a charter amendment authorizing the issuance of bonds totaling $5,000,000 for the construction of a 14,000-ton dry dock, the completion of the St. Johns terminal and other important port and harbor facilities.

On instructions from Washington, Collector of Customs John O. Davis of San Francisco, has notified steamship companies operating bay and river vessels that men of German nationality must not be employed either in the dock force or commissary of the steamers. Austrians, Bulgers and Turks will be permitted to retain their positions after questioning by Federal officials. Davis took up the question with Washington of the employment of enemy aliens on the steamers several months ago.

Two hundred 500-ton wood ships are to be built in the shipyards of the Columbia River district, if Congress grants the appropriation for shipbuilding asked by Chairman Hurley of the United States Shipping Board and its program is carried out. It is practically assured, according to word brought from Washington by J. L. Hubbard, chief inspector in Portland for the Emergency Fleet Corporation, that if more ships are built here they will be of the type designed by the wood shipbuilders of this district.

According to a cablegram from London, the Controller of Import Restrictions has stated that it is the intention of the Ministry of Food that all further shipments of canned salmon shall be on the account of the Government and at Government freight rates. Regarding salmon from the United States, it is proposed to purchase only such quantities of pack as importing firms here have already paid for. It is estimated that this quantity amounts to 200,000 cases. (Canned salmon has been on the list of prohibited imports in the United Kingdom since February 23, 1917).

The wreck of the German sea raider "Seeadler," lying aground at Mapella, is to be sold at auction by the French Government, according to dispatches received by the maritime department of the San Francisco Chamber of Commerce. The information comes from the French Consulate. The famous raider was formerly the bark "Pass of Balmaha," of 1,571 tons. It was provided with Diesel engines of 1,200 horse-power by the Germans. This was the same engine displayed at the Antwerp Exposition. The hull is badly damaged, but the engine is in good shape and can be used. There is also a large quantity of hawsers, tanks and other equipment on board. No bid of less than $2,000 will be considered.

Advices received by the maritime department of the San Francisco Chamber of Commerce reported the arrival of another wooden steamer at a Pacific port that could have continued the voyage if a goodly portion of the Pacific Ocean had not decided to creep into the holds through the medium of the numerous seams in the hull. The vessel has put into a port and will go into drydock for a good and thorough calking before again proceeding to sea. According to shipping men, the amount of leakage in a number of wooden ships may be due to the introduction of timber in the construction that has not been seasoned as thoroughly as was the case in the old days of American sailing ship supremacy, when every stick going into a clipper was seasoned dry and hard as bone.

The Emergency Fleet News reports that the launching at Seattle by Skinner & Eddy Corporation of two 8800-ton deadweight steamers gave the plant a record of thirty-two ocean-going boats launched since the steamship "Niels Nielsen" took the water on September 21, 1916. Of the number nineteen boats have been launched since January 1. The Skinner & Eddy Corporation broke ground for the plant February 16, 1916. In 1917 it launched eleven ocean steamships, aggregating 100,000 tons deadweight, breaking the record for output of tonnage per slip. The nineteen ocean vessels it has launched since January 1 aggregate 167,200 tons deadweight. The total deadweight tonnage for the two years is 285,200. Three 7500-tonners launched by Skinner & Eddy from its No. 2 yard early in the summer are not included in the total, these vessels belonging to the old Seattle Construction & Dry Dock Company. The two plants operated by the company at Seattle have ten slips in all.

The committee of port charges, created by the San Francisco Board of State Harbor Commissioners to investigate and report on harbor conditions, will also investigate the question of supplying cheaper fresh water to ships. Shippers have said that San Francisco is the most expensive port in the matter of fresh-water charges of any on the Pacific Coast, and an attempt will be made to obtain water either free or at a nominal rate. At Seattle the rate is about $10 for a ship. One plan under consideration is to give the water free and have the expense defrayed by a general absorption by the water users of San Francisco. Another scheme that may be tried is to have the Harbor Board install wells for shipping needs, provided a supply can be obtained that is of quality satisfactory for the needs of drinking and also for boiler purposes. An artesian supply of water was revealed several years ago when old piles were pulled at the foot of Mission street, but a test into quality was not made. Shipping men say that if water can be given to the ships for nothing, or at a low rate, it will tend to make the port more attractive and may bring new business to San Francisco.

A huge extension of foreign trade is promised San Francisco and the Pacific Coast through the formation of a new steamship merger, accord to N. A. Davis, San Francisco manager for Frank Waterhouse & Co. Under the name of the International Shipping Company the following concerns have merged their ships and interests: The Frank Waterhouse Co. of San Francisco and Seattle; Iwai & Co., Ltd., of Kobe; I. Shii of Kobe, Senda Barnet & Co., Ltd., of Calcutta, and Suzukii & Co. of Kobe. The merger will control more than 100 cargo steamers, representing more than 500,000 deadweight tons. Plans for new steamships already prepared indicate that within a few years the fleet of the organization will total about 1,000,000 deadweight tons. The Waterhouse company has worked on details for more than a year. The finishing touches to the deal were completed recently by President Waterhouse and C. E. Harvey, general manager. The immediate result of the new project will be that thousands of tons of merchandise stored in the warehouses of San Francisco and other Coast ports will now be moved across the Pacific. In less than one month the big freighters of the company will be plying regularly in and out of San Francisco's model harbor. Officials of the International Shipping Company will confer with the Board of State Harbor Commissioners soon and discuss the matter of pier and terminal facilities.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

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and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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(Continued on Page 11.)

The Seamen's Journal

Published weekly at San Francisco
BY THE
SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
S. A. SILVER.....Business Manager

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Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 23, 1918.

A STRAY GEM OF TRUTH.

The editorial policy of practically every one of the weekly and monthly shipping journals published along the Atlantic seaboard is frankly and consistently anti-labor.

Any policy, no matter how ridiculous or impossible, if advocated by a Chamber of Commerce or a Merchants' Association, is promptly espoused and championed in these journals "devoted to commerce and shipping."

Only occasionally a stray gem of truth slips into their editorial columns.

Here is one too good to pass by without comment:

> If crew expenses were the principal economic factor of ship operation, British shipping would have been hopelessly out of the running years ago. While British seamen are better paid than those of other European countries, British tonnage has always been notoriously economic of operation. Therefore, there can be little merit in the proposition that unless American vessels can be manned by Chinamen, Malays or Zulus, American ships will not be able to compete with European boats manned by white men.

This, of course, is well understood by all experienced ship operators. Yet, but few of them are willing to frankly and fairly discuss that issue.

Due to the economic advantages of the Seamen's Act the wage cost of operation between American and British ships in the Atlantic trade has been practically equalized. In the transpacific trade there is still a material difference. But it is by no means a problem hopeless of solution.

As Mr. Rosseter, the new Director of Operations of the United States Emergency Fleet Corporation, so forcefuly and ably said in his farewell address at San Francisco:

> We must face some offset to make up for the economies of other nationals on the item of wages, and the care and keep of the men. I am a strong believer in efficiency, and that our American boys will rally to sea service and will bring a fine spirit and an efficiency which will go a long way to offset their extra cost. Again we must apply American ingenuity to the problem of accomplishing advantages in our ships and while this had of necessity to be overlooked in the beginning because of urgency, it is now being carefully studied, it may be that we can discover some improvements in propulsion, and this is a very important item in overseas carrying trade. We have a very great offset in oil, and our European friends, especially those in the Scandivanian countries, have shown us the enormous advantages of the use of oil in internal combustion engines. It might not be amiss to say that as between an ordinary reciprocating engine and a Diesel motor the economies are such as to pay more than the entire wage and provisioning of the crew, to say nothing of the difference betwen the American, European and Asiatic scale.

This problem and every other serious question confronting the American people can be settled—and settled right. But it can be done only by genuine co-operation of all Americans. As long as Chambers of Commerce are dominated by would-be union-busters and hopeless reactionaries of the Dollar type real team work between labor and capital is out of the question. Fortunately, there are signs of a change for the better. The war has revolutionized many things that were accepted as "permanently established." And it is to be hoped that the stray gems of truth now appearing in publications maintained by the shipping interests are indications of a belated but happy awakening in those benighted circles.

FURUSETH OBJECTS.

When Mr. Axtell, of New York, in a recent communication published in these columns, advanced the suggestion to give some sort of public recognition to Andrew Furuseth, while he is still among the living, the editor of the JOURNAL knew very well that there would be an immediate protest from the grand "old man."

Well, the protest is here with a peremptory request that it be published.

Furuseth says:

> The suggestion made by Mr. Axtell in the Journal is an insult, of course unconscious to all the men who have understood our struggle and who have suffered to bring it to the present stage. Our movement, now in life struggle will need men, not monuments. With subtle enemies on every side using all the opportunities offered by present conditions let us be awake working, praying and be ready for sacrifice. We shall need all our nerve and wits to be permitted to continue to live. We have no time for twaddle or self deception. Let us get together in our meetings and on the vessels to consult together in order that we may save our movement or go down together in one great struggle worthy of our struggles for others in the past. In the name of that past I call on those who can see and understand to drop all nonsense and work for our cause. We need men—not monuments! Tomorrow is also a day; but only for men willing to suffer, to endure and to do!

All that Furuseth says is quite correct, except, his notion that Mr. Axtell's suggestion is not perfectly proper, timely and eminently appropriate.

It is true, bouquets and public recognition of the character suggested by Mr. Axtell are not usually given to living men. But we are not living in a "usual" world. Little remains of stereotyped customs and habits. And if this new order of things should bring some flowers for the living there ought to be no complaint from one who has received more jolts and hard knocks than an ordinary man is reasonably expected to carry—without a breakdown.

The remarkable progress of United States shipbuilding is ilustrated by the announcement that all the ships delivered to the Shipping Board during the second week of October were, for the first time since this country began to build ships for the war, of the contract type—contracted for by the United States Shipping Board Emergency Fleet Corporation. One of the ships on the list of deliveries for the second week of October is the California-built "Challenger," one of the four 11,800-ton steel freighters that left the ways of the Bethlehem Union Shipbuilding Corporation of Alameda, on the afternoon of July 4, this year. From keel laying to delivery only 228 calendar days elapsed. Before the war a ship of this size was two years under construction.

RECORD CARGO HANDLING.

The United States Shipping Board announces that in its competitive tests four vessels have recently made noteworthy records in loading and discharging in the New England coal trade and maintained the pace set in the competition between the vessels engaged in hurrying coal to New England from Baltimore, Newport News, and Norfolk to New England destinations.

The "Cicoa" cut down the average time of loading at Baltimore 30 hours and 35 minutes, the average being 38 hours and 5 minutes, and the "Cicoa" performing the trick in the short time of 7 hours and 30 minutes, in a fleet of eleven vessels loading. This cuts down the average half round trip time from 128 hours to 97 hours and 25 minutes.

The "Lake Benton" cut down the loading time, or the time in port, at Norfolk 62 hours and 25 minutes, this being the record in a fleet of thirteen vessels loading at Baltimore. This shortened the average half-round trip time from 148 hours and 20 minutes to 85 hours and 55 minutes. The average time of loading is 91 hours and 50 minutes, and the record made by the "Lake Benton" was 29 hours and 25 minutes.

In discharging at Boston, the "Maldem" cut down the average time 53 hours and 42 minutes, the average time being 97 hours and 5 minutes, and the "Maldem" getting rid of its cargo in 43 hours and 23 minutes. This cuts down the average half-round trip time from 162 hours to 108 hours and 45 minutes. The time of the "Maldem" was the best in a fleet of fifteen other vessels loading.

The "Minneapolis" knocked 27 hours off the average time in discharging her cargo of coal at Providence, the average time being 65 hours, and the record of the "Minneapolis" 38 hours among eight vessels loading. This reduces the average half-round trip time from 111 hours and 40 minutes to 84 hours and 40 minutes.

MAJORITY RULE.

It really does seem certain as if the fifth year of the world war will be the last. Though "beaten to a frazzle," the Kaiser is still hoping to snatch a victory from defeat by a peace offensive, the obvious purpose of which is not peace, but a division in the ranks of the Allies. Defeated by the strategical unity of the allied command on all the fighting fronts, the German ruling clan are now bending every energy to the promotion of political and diplomatic discord among those arrayed against them. Their prospects for success are, of course, utterly hopeless. The end of Czarism came some time ago. Kaiserism is now on its last legs. All that remains of royalty is of a negligible quality, so far as real power is concerned. In fact, it has repeatedly been stated that our own President Wilson has more authority and wields greater power than any of the crowned heads in Europe now banded together in the war upon Prussian autocracy.

But the essential difference between our Chief Executive and the crowned heads of European nations is that our President is elected by the people to hold office for a limited period, while the hereditary rulers not only hold their jobs for life but pass them along to their children and grandchildren, yet unborn. To be sure, as long as this is done by the consent of the governed there can be no reasonable complaint.

In the final analysis the real test of de-

mocracy is the universal franchise and absolute responsibility of the governing power to the will of the majority. Then, and then only, is it perfectly safe to retain such luxuries as hereditary rulers.

Mr. Harvey O'Higgins of the United States Committee on Public Information vouches for the fact that under Federal control the number of railroad officials drawing salaries of $5000 a year or over has been reduced by 400 and $4,615,000 a year has been saved. The expenses of the law department have been reduced $1,500,000 a year. By the consolidation of ticket offices, and the abandonment of competition, it is estimated that $23,566,633 will be saved. And of this amount, $7,000,000 will be saved on advertising bills. At the same time wages have been raised; the eight-hour day has ben granted; women are receiving the same pay as men for the same sort of work; and negroes are no longer being discriminated against in their wages and conditions of employment. Under the circumstances, it certainly is not surprising that selfish interests are bitterly knocking the permanent public acquisition of the railroads. Considering the splendid results of the brief period of Federal control it is strange that we have not had more grunts of dissatisfaction from the leave-well-enough-alone brigade.

Among those who fell victims to that strange epidemic now sweeping through Pacific Coast States is Harris G. Lundberg (see official "Died" notice), for many years an active member and for a considerable period an officer of the Sailors' Union of the Pacific. The deceased at various times represented the Union in the conventions of the International Seamen's Union of America and the California State Federation of Labor. He also served as a delegate to the San Francisco Labor Council and the old City Front Federation. Comrade Lundberg had a carefree disposition. His very presence spread an atmosphere of optimism and his untimely death will be mourned by a host of friends. Farewell, old friend—

Men drop so fast, ere life's mid stage we tread,
Few know so many friends alive, as dead.

During the Fourth Liberty Loan campaign, just closed, San Francisco labor organizations subscribed a total of $178,750.00 from their respective treasuries. As in previous drives the Pacific District Unions of International Seamen's Union of America were well at the top of the list. The Sailors' Union of the Pacific, the Marine Firemen, Oilers and Watertenders Union of the Pacific, and the Alaska Fishermen's Union each purchased $10,000.00 worth of bonds. The Marine Cooks and Stewards' Association of the Pacific Coast subscribed $2,000.00. The Liberty Loan subscriptions made by individual members of these unions cannot be accurately estimated but is known to run way into the millions.

The lessening of the daily hours of labor increases the total of products by increasing the opportunity and disposition for consuming them. The sum of the difference between a savage and a civilized state is merely the difference between men who have time and inclination to gratify their physical needs only, and men who have time, inclination, and determination to indulge and cultivate the intellectual side of their nature.

LLOYD'S AND THE WAR.

How the War Has Changed the System of Marine Insurance Regardless of an Invincible Navy.

As is very well known, marine insurance is the chief business conducted at Lloyd's. How has the war affected this immense work? Everything in the war turns upon shipping and the security of shipping. Insurance is the index of security. Under its Act of Incorporation the first function of Lloyd's is to provide for the conduct of marine insurance by its members and subscribers, and its second function is to protect the interests of its members in respect of shipping cargoes and freights. Undoubtedly the business of marine insurance is of tremendous importance to Great Britain, depending as that country does so largely upon overseas transport for the import of much of its food and raw materials, and the export of coal and other resources, as well as of its manufactured products.

The war has changed the system of insurance with many other things, and some prevailing ideas on marine insurance questions have changed also, says a correspondent of Lloyd's Weekly News. Lloyd's always foresaw the great difficulties that would arise in war. They had had very large experience, and always took the sound view that rates of marine insurance depended entirely upon the possession of an invincible navy. Before Trafalgar the premium for war risks alone on goods from Britain to Gibraltar rose to 23¼ per cent. After Trafalgar it fell to 5 per cent., and there was a common opinion that 5 per cent. would prove too high as a war premium. The evident deduction, therefore, is that, notwithstanding the growth of the hostile navies and the new means they employ for the destruction of shipping, the British Navy is relatively more powerful and effective in its sea command even than in former wars.

The idea of state insurance was broached long before the war. It had been seriously discussed, but underwriters had doubts as to the feasibility of the scheme. It was thought that it would be very difficult for the Government to settle what the premiums should be. What security would the Government have that the ships or cargoes were what they represented themselves to be? Lloyd's themselves, with every facility for finding out information and conducting investigations, were not infrequently exposed to attempted fraud. The former Secretary of Lloyd's expressed the view that if their Corporation was so assailed a Government office might be looked upon as a legitimate target by the unscrupulous.

The Government at the very beginning of the war saw that it was necessary to give confidence by instituting a system of marine insurance, now conducted by the War Risks Committee under the Board of Trade, and was able to adopt a low rate, which has fluctuated, however, from time to time, and has varied with the destination of the ships. It rose a little when the submarine menace reached its extreme virulence. Lloyd's undertake a large amount of this business, their rates corresponding with those of the War Risks Committee.

The Corporation of Lloyd's has a vast organization for the collection of intelligence. Intelligence has always been of supreme importance to the merchant, the insurer, and the shipowner, and thus from the very day when Edward Lloyd, in the latter part of the seventeenth century, made the old coffee-house in Tower Street the resort of men influential in the world of shipping, the system of intelligence has grown. The Navy has always gained advantage from the efficiency and accuracy of Lloyd's information. It is recorded that, in 1739, the Corporation of Lloyd's informed the Admiralty of the capture of Porto Bello by Vernon before the Government received news of the event. Lloyd's have always worked in close touch with the Admiralty, day by day and hour by hour, and never more closely than at the present time, when the movements of shipping are of such supreme importance, and are so vitally secret.

Lloyd's signal stations have been established and maintained in every part of the world, and in a single year over 240,000 ships' movements have been reported through these stations. In addition to this, there is a Lloyd's agent or sub-agent at every port in the world, and these number over 1,500. Every Lloyd's agent reports regularly by telegram and by letter all shipping movements and shipping casualties in his district, and before the war nearly 4,000 shipping movements and reports were received daily at Lloyd's.

It was estimated before the war that not one vessel in 10,000 reached a British port without having been previously reported to Lloyd's. Obviously this system of intelligence requires special care and pains to keep it in its present state of efficiency. It will be readily understood that the intelligence system of Lloyd's is of extreme value to the Naval authorities, who are responsible for the safety of British shipping in every part of the world. The introduction of wireless telegraphy, enabling direct communications to be made, has been of value to Lloyd's system of intelligence, and some of Lloyd's stations are equipped with wireless apparatus. It is hardly necessary to say how highly advantageous to the war is a great organization de

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 21, 1918.
The weekly meetings are postponed in compliance with the order as issued by the San Francisco Board of Public Health forbidding all public gatherings as a precautionary measure against the spread of Spanish influenza.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Oct. 14, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 14, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 14, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 14, 1918.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 14, 1918.
No meeting; no quorum. Shipping slack.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Oct. 14, 1918.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Oct. 14, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 7, 1918.
Shipping good; prospects fair.
R. H. BLACKWOOD, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 17, 1918.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping very good, plenty of men ashore. The full shipwreck benefits were ordered paid to two members, wrecked on the steamship "Newberg" and "Dredge No. 2" at Cook's Inlet, Alaska, respectively. Nomination of delegates to the International Seamen's Union Convention will take place at the first meeting in November at headquarters and the branches.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 10, 1918.
Ne meeting; shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Oct. 9, 1918.
No meeting; shipping dull. Very few arrivals.
J. LAWSON, Agent pro tem.
Sepulveda Bldg., 128½ Sixth Street. Phone, Home 115; Sunset 66 W.

DIED.

Harris G. Lundberg, No. 476, a native of Norway, age 39. Died at San Francisco, Cal., October 20, 1918.

Peter V. Christensen, No. 1856, a native of Denmark, age 26. Died at San Francisco, Cal., October 21, 1918.

Olaf Martin Holden, No. 1405, a native of Norway, age 58. Died at San Francisco, Cal., October 21, 1918.

Thorvald M. Marx, No. 2059, a native of Denmark, age 29. Died at San Francisco, Cal., October 21, 1918.

William Eklund, No. 979, a native of Sweden, age 34. Died at San Francisco, Cal., October 9, 1918.

John Horn, No. 2820, a native of Norway, age 31. Died at San Francisco, Cal., October 19, 1918.

Conrad W. Andersson, No. 935, a native of Sweden, age 48. Died at Fort Stanton, N. M., October 1, 1918.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Better and more sensible industrial law is being made each week by the National War Labor Board.

The award announced recently, in the case of the International Brotherhood of Foundry Employes, Local No. 18, against the American Locomotive Co., at Schenectady, N. Y., deals with the "Monday slacker," the right of the steady worker to a steady job through the week, and the question of excessive overtime. Like the award in the case of the Wheeling Mold & Foundry Co., handed down by Justice Clark as umpire, this empowers a joint committee of bosses and employes to decide the point as to when overtime shall be worked.

This Schenectady case is important because the anti-labor crowd in Congress and in the reactionary press has been denouncing organized labor, throughout the period of the war, for the fact that some of the men in war industries would work Sundays at double rates, and then would lay off on Mondays. It was claimed in defense of these "Monday slackers" at different times that the bosses had often failed to provide them with a full week's work.

Here is the substance of the decision:

"1. The regular working time of each full week shall consist of 48 hours, divided into six daily periods of eight hours. All time worked in excess of eight hours within any one day or 48 hours within any one full week, shall be considered overtime and shall be paid for at the rate of time and a half, but any time worked on Sundays or holidays shall be considered extra time and shall be paid for at the rate of double time.

"By mutual agreement between the management and the workers the daily working schedule may be so lengthened as to permit of a half-holiday on one day of each week.

"It is further provided that no worker shall be entitled to payment for overtime or extra time unless he shall work 48 hours in said full week (or 40 hours when a holiday intervenes), except in the case of illness, accident, misfortune, or other just and necessary cause.

"The employer shall grant to each worker who shall be employed on the first day of any week the opportunity to work at least 44 hours in such week, or 36 hours when a holiday intervenes, exclusive of overtime or extra time, and in default of providing such employment shall pay the worker full wages for such hours, exclusive of overtime and extra time.

"Excessive overtime shall not be exacted or permitted. And, in order that the same may be kept within reasonable limits, it is hereby decreed that where in any one day more than two hours' overtime in excess of eight hours is required, then, for that day, overtime shall be paid without regard to whether or not the worker shall, during that week, have worked the weekly schedule provided for.

"2. For the purpose of securing the equitable application of paragraph 1, and adjusting all differences which may arise between the management and the workers in regard to its operation, a permanent committee of four persons is hereby created, two of whom shall be designated by the management and two by the workers, the decisions of any three of whom shall be binding."

Appeal from decisions of this local board to the War Labor Board is provided for, and the award itself may be reviewed, on appeal by either side, at intervals of six months.

The same terms were given in awards on the same day involving the Mason Machinery Co. of Taunton, Mass., and the United Engineering Co. of Youngstown, O.

On Monday there was handed down the ruling of Umpire Clark upon the petition of the Wheeling Mold & Foundry Co. for a rehearing of its case. That award, made by Justice Clark on September 16, established the actual eight-hour day, and laid down the industrial law that henceforth the workers must have equal voice with the management, in industries such as iron molding, in determining whether the men should work more than eight hours in any particular day.

The employers realized that this was a vital blow at their absolute control of industry. Walter Drew, attorney for the National Erectors' Association, was employed by the company to appeal from the award.

His petition was denied.

Justice Clark said that "On a full and careful review of arguments then made and the questions presented by the petition to re-hear, the opinion and the award heretofore made are in every respect confirmed.

"Soon after this opinion and decision of the board had been rendered, and possibly in consequence of it, the great United States Steel Corporation, with 300,000 employes, adopted the eight-hour rule and other companies are doing the same. By reason of its position as a great financial and progressive institution, the action of the United States Steel Corporation marks a distinct advance toward the universal adoption of the eight-hour day, especially if there shall go with it the provision of the award in this case that there shall be no evasion of the eight-hour day upon the declaration of the employer alone of emergency, but the emergency shall be declared by a majority of the joint board appointed by the employers and employes as stated in the award in this case.

"Long since, Mr. Henry Ford, another progressive and successful employer of large bodies of men, adopted voluntarily the eight-hour day, which is the end toward which industry is inevitably and irresistibly moving, by reason of it being justice to the employes and no less to the real interests of the employers and managers of our great industries."

To the suggestion by Justice Clark that his decision may have been the cause of the sudden granting of the eight-hour day by the United States Steel Corporation, labor officials cannot seriously agree. The steel trust magnates, like the German war lords, found democracy rushing at them, in the shape of a nation-wide organizing campaign, and they yelled "kamerad!" The Gary Tribune, published in Judge Gary's steel capital, devotes a page of heavy type to "An Industrial Belgium"—Gary and other steel towns being the Belgium and President Fitzpatrick of the Chicago Federation of Labor and his assistant organizers being the Huns. Fitzpatrick, Foster, Nockels and the whole Chicago Federation crowd are sweeping through the steel trust plants, signing up the steel workers by the thousands, and it was only when faced by the prospect of an organized army of workers that Judge Gary and his fellow-magnates granted a nominal workday of eight hours. And they did not agree that the workers should have any voice in regulating the amount of overtime, either.

Organizing the workers in the Pittsburgh district is not moving so fast. The A. F. of L. representatives in that field have not caught the Fitzpatrick spirit of crusading.

* * *

Among this week's kickers the Longshoremen hold first place. Their grievance is the new "certificate of identification" which the general superintendent of the U. S. Army Transport Service, at the port of New York, has put up to them to sign. About 5000 to 6000 longshoremen are said to be affected. It puts them under martial law.

The document reads:

"I, ———, hereby apply for a certificate of identification as an employe of the United States serving with the United States Army Transport Service. Position ———. I was born at ——— on ———. I was (or was not) naturalized as a citizen of the United States before the ——— court of ——— on ——— as of ——— as shown by the certificate of naturalization.

"I certify that the above statements are correct. I hereby agree that during the continuance of this employment I am amenable to Military Law, and I do hereby surrender my right to Trial by Civil Courts and place myself completely within the jurisdiction of the Military Courts affecting such employment and service. I DO SOLEMNLY SWEAR THAT I WILL OBSERVE THE REGULATIONS OF THE UNITED STATES ARMY TRANSPORT SERVICE AND WILL OBEY THE LAWFUL ORDERS OF MY SUPERIORS AND TO USE MY UTMOST ENDEAVORS TO CARRY SUCH ORDERS INTO EFFECT WITH PROMPTITUDE AND ZEAL."

Description and photograph of the applicant are noted below his signature.

The international officers of the Longshoremen are disposed to ask why this scheme of court-martial discipline of their membership is necessary to-day, when without any such precautions the Transport Service has delivered over 2,000,000 men in France.

* * *

Now that the women in industry have been recognized by the appointment of women to all community labor boards, with full voting power, they are turning their guns on the bigger industrial citadels. They want two places on the National War Labor Board, for example. And they are going to play the most practical sort of politics until they get one or two trade union women upon the executive council of the American Federation of Labor.

Old-fashioned unionism had no patience with the feminist movement. In trades where the women comprised most of the membership, of course some of the officers were women. But when they got into the city central bodies, or the State Federation or American Federation of Labor conventions, the women were lost in the crowd of men delegates. A year and a half of war has changed the whole foundation of the labor movement. Millions of women are taking war jobs. Women organizers are required to bring them into the labor movement. They must be organized, if for no other reason than to safeguard the conditions secured by the men. Women organizers are at a premium. They are going to be a power. The day when they

can be brushed aside, as they were at St. Paul last June, is past.

If the War Labor Board remains for another six months, as it almost certainly will remain, it will have women among its members.

GOVERNORS STAND BY PRESIDENT

Governors of the various States are lining up solidly on President Wilson's platform of a square deal for American Merchant Mariners. This is shown by letters and telegrams received from a majority of State executives by the United States Shipping Board since the appearance of the President's proclamation of October 1 in behalf of merchant sailors.

In the view of the Shipping Board, the President's proclamation, declaring "no more honorable or serviceable task can come to any of our people than that of manning our merchant marine," constituted an official answer to many covert attacks that have been made since the war began on the character and loyalty of American merchant seamen and also on the motives of young men who have been enrolling in large numbers for the training service conducted by the Shipping Board to fit novices for duty in crews of the new national cargo fleet.

The Governors are as emphatically for Jack the Merchant Mariner, whether he be a veteran who has ducked torpedoes, suffered in open boats and survived to sail again, since the war began, or a youth enrolling now to learn the ropes as a merchant man. All praise the work of the Merchant Marine and commend the service to young men. Here are some of their sentiments:

Governor James M. Cox of Ohio: "The United States has need now and will have further need after this war is won, of men who are trained for the operation of ocean-going merchandise carriers, a calling both honorable and remunerative. We must prepare ourselves now that the country may be prepared at all times."

Governor John J. Cornwall of West Virginia: "This war must be won by ships. Ships must be manned by men. Therefore the boys who enroll in the Merchant Marine are aiding in the most pronounced way in winning the war. After the war opportunity will be given the merchant sailor to have a part in the world's greatest commercial era."

Governor Martin G. Brumbaugh of Pennsylvania: "The flag—Pennsylvania-born, dearest among flags, the Stars and Stripes—must fly from a thousand masts in every breeze on every sea. To achieve this we shall need men—real men, with courage and enterprise—to carry American-made products to every market that fronts the sea."

Governor Walter E. Edge of New Jersey: "The opportunity for permanent service in Americanism and a most attractive vocation presented by the new Merchant Marine should appeal to every youth who is in a position to enter this service, or may be in a position following the war. I believe also that the temper of the country is such as to encourage the business-like management of this Merchant Marine to the end that it may become a permanent asset to the country of a very valuable kind."

Governor Westmoreland Davis of Virginia: "I join with you in urging our young men who desire to serve their country in this emergency to enter the service of the United States Shipping Board, for duty in the Merchant Marine."

Governor Samuel W. McCall of Massachusetts: "Marine service after the war is bound to be one of the most important branches of our national development and reconstruction, and the young men now taking advantage of service in the Merchant Marine will obtain an education and experience almost invaluable."

Governor Frank O. Lowden of Illinois: "The young man who now enters the Merchant Marine, which offers the best wages and the most comforts of any marine service in the world, has limitless possibilities and renders patriotic service."

Governor Richard I. Manning of South Carolina: "The Merchant Marine offers to the youth of the country opportunities which should appeal to their patriotism, and at the same time, opportunities for world travel which should and will, I believe, find response in the hearts of red-blooded American youths."

Governor George W. P. Hunt of Arizona: "The United States Merchant Marine offers a clean life for clean boys, on the same old sea, just as chock full of salt and adventure as it ever was. It educates them and trains them and at the same time pays them wages such as never have been dreamed of in the shipping world. If I had a boy who was feeling the pressure of clipped wings I would paraphrase Horace Greeley and say, not 'go west, young man,' but 'go to sea.'"

Governor Julius C. Gunter of Colorado: "The new Merchant Marine affords priceless experience, good pay, advancement and chances for wholesome adventure. What more could a red-blooded American desire?"

Governor Ernest Lister of Washington: "The building up of the Merchant Marine is not only a wartime measure, but also one that will be permanent. The young men entering this service will find it one on which they can remain after the war."

Governor Arthur Capper of Kansas: "One of the most attractive opportunities placed before the American youth in these times of adventurous service of our nation and all the world is offered by the Merchant Marine. In this new and promising field the ambitious American young man can not only render a present service of high value, but can look forward to a career after peace returns that is alluring. I earnestly recommend this career to American young men."

Acting Governor Frank L. Houx of Wyoming: "If I were a young man I would gladly embrace the opportunity for travel, adventure and romance offered by the expansion of the American Merchant Marine, and it is my advice to the youth of the United States to whom the romance of the sea appeals to take advantage of that opportunity to-day."

Governor Charles M. Brough of Arkansas: "The creation of the new Merchant Marine is one of the romances of human endeavor. Its maintenance, during the present crisis and after the war, is going to require the best brawn and intelligence of this country."

Governor Charles Henderson of Alabama: "America's present place on the high seas has been established almost over night. In a few short months we have laid the foundation for maritime supremacy. After the close of the war our merchant fleet will be kept busy carrying our products overseas, and men to move the ships are wanted not only for the present, but for service after the restoration of peace."

Governor J. A. A. Burnquist of Minnesota: "Young men of the country who enter the Merchant Marine service at this time will be performing a patriotic duty and at the same time will have opportunities to learn many things of value in later years, visit interesting places, and gain invaluable experience."

"Mother," said little Anthony, "did you tell father I wanted a new bicycle?" "Yes, dear," said his mother, "I told him, but he said he couldn't afford to buy you one." "Of course, he'd say that. But what did you do?" "I told him how badly you wanted it and argued in favor of it, but he refused." "Argued? Ah, mother, if it had been something you wanted yourself you'd have cried a little and then you'd have got it."

Demand the union label. If you are the right sort of a union man one suggestion of this sort is all that is necessary.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

ning the war is a true and steady aim for reaping the fruits. For this service we have to thank, above all other living men, the president of the United States. Thus it is that in all the allied countries, above all in our own, the people have come to see in him their natural leader—a man who represents their best thought and true purpose.

"In admitting and acclaiming this, no reflection is implied on the statesmen of any other country. President Wilson has never posed as a heaven-sent instructor. He claims no vast superiority of insight or knowledge, but comes forward as giving voice and coherence to the feeling and desire of plain man."

Support Porto Ricans.

Santiago Iglesias, president of the Free Federation of Workingmen of Porto Rico and A. F. of L. organizer, was the principal speaker at a mass meeting held under the auspices of the Pan-American working men's committee of New York. A majority of the men and women present were from Spanish-speaking countries.

Hearty indorsement was given the meeting of North American and Latin American trade unionists at Laredo, Texas, November 13 next.

The meeting instructed a committee of seven to arrange for "a great assembly of all the labor unions and representative groups of the Latin-American republics and Spanish-speaking citizens of all the countries of the world," in New York in support of the Laredo conference.

In his speech Santiago Iglesias explained conditions in Porto Rico and the efforts of these workers to secure economic and political justice. The meeting resolved:

"That the meeting approves and supports in all their entirety the complaints and protests made by the Free Federation of Workingmen of Porto Rico before the Washington authorities on account of the cruel treatment accorded to them, and that the Porto Rico authorities be acquainted with this action."

Protect the Unborn Says Labor Editor

Miss Daisy Maude Eager, in charge of the women's division of the Government Employment Service in Portland, Ore., wants to recruit women for shipyards, but her enthusiasm is not shared by C. M. Rynerson, editor of the Oregon Labor Press.

"It is hardly believable," he says, "that a woman occupying the position which Miss Eager holds would seriously advocate any such measure, but it is gratifying to learn that at least one shipyard has refused to accept her offer to furnish women for shipyard work, even though there is a serious shortage of common labor in that yard."

The editor calls attention to the efforts of some employers to place women in all kinds of men's work, "but," he says, "it was hardly to be expected that a member of their own sex would advocate women entering hazardous industries, where not only their own health would suffer from the nature of the work, but the very future of the race would be imperiled by reason of their engaging in work which requires the strength and endurance of able-bodied men.

"While this is a time when all are called upon to make sacrifices and suffer inconveniences, the exigencies of the occasion do not demand that we sacrifice the mothers of the coming generation and the right of such generation to be born of mothers who have not spent the strength and health of the unborn in industrial employment.

"There are many places where women may be usefully employed where they will not overtax their strength and fall prey to the ailments peculiar to their sex. There is no excuse for their employment as common laborers in shipyards and like industries."

THE MINERS' WAR WORK.

Splendid records made by patriots who toil at dangerous tasks underground to win the war.

While battles are fought by our soldiers over in Europe it is easy to forget that the first which flames from cannon and gun, from shell and bomb, is really kindled by the men who are working faithfully day by day in the coal mines of the United States. President Wilson has said of these men that "the work of the world waits on them," and now has come the moment in history when the war depends on them.

All the machinery which moves armies, and then supplies them with the means of fighting, demands fuel. According to estimates made by the United States Fuel Administration, every time a 15,000-ton troop ship carries American soldiers to the fighting front in France it consumes 3000 tons of coal. This means that each ton of coal sends two soldiers overseas. For the transportation of food and all the endless consignments of munitions 4,000,000 tons of coal will be required in a year, while the shipbuilding program demands 14,000,000 tons of coal to manufacture and to transport the steel used in ship construction. And for every ton of shipping that leaves the ways five tons of coal will have been burned during the building process.

In the coal year from April 1, 1918, to April 1, 1919, there must be supplied approximately 735,000,000 tons of coal and a gap of 80,000,000 tons between this year's production and that of last year must be bridged. As the output for 1917 was 64,000,000 tons ahead of the production of 1916, there is an imperative demand for 144,000,000 tons more than the normal output.

Less than 600,000 miners are now actually bearing the greatest responsibility that has come to any class of workers who are giving their strength to the winning of the war. To them has been presented a gigantic task that must be accomplished with the handicap of greatly reduced man power, and they are accomplishing what has seemed impossible. They have broken all previous records in production, although thousands of their comrades have gone into the Army and the Navy.

Before the first draft approximately 700,000 mine workers were employed in the United States. Then the war took about 15 per cent. of the workers, for a large number volunteered, in addition to the loss by draft. Men accustomed to danger went to war with the courage of long experience in daring death. Thus, with greatly increased demands upon them, the mine-workers of the country found themselves hampered by reduced numbers.

In the first three months of 1918, despite the most patriotic effort, figures showed that 1,400,000 tons less than in the same period of 1917 had been produced. Bad weather was the principal cause of this disappointment. The United States Fuel Administration studied the report for the quarter and made earnest appeals to speed up.

But the mine workers needed no urging to do their best in what President Wilson has called the "great service army." Increased production became the watchword and enthusiasm spread from Pennsylvania to Indiana, from West Virginia to Illinois, from Texas to Colorado. In every State where mines are located men fell to work with supreme energy.

Miners who had been working part time on account of age or physical disabilities ceased to spare themselves. Many who had made enough money to support them in old age gave up their well-earned leisure, and appeared again in the early morning lines of workers that moved toward the blackened buildings above shaft and tunnel. At Stonesboro, Pa., where the Mercer Iron and Coal Company mines are the oldest in the district, 150 men who had retired from the service of the company after accumulating substantial savings, volunteered to take up pick and shovel again. The older workers were assigned to a new opening on the mine, which was not yet connected with a railway spur, but while waiting for the siding to be completed they mined 4000 tons of coal.

Frank J. Hayes, President of the United Mine Workers, made a tour of the anthracite mining fields, in July, for the purpose of appealing to mine operators as well as mine workers to increase production, but he found that there was no lack of appreciation of the opportunity to serve the country with pick and shovel as well as with rifle and bayonet.

The new draft will further reduce the number of mine-workers, and every day will increase the consumption of fuel. Thus the men who are toiling underground bear each day a heavier burden of responsibility. They know that failure on their part in this period of supreme crisis means disaster to the Nation and to the whole world, and so they are giving their full energies, their whole time, and their best efforts to their country, which must recognize their service in the war as not less important than that which is given by the soldiers. When history is written the heroes of the coal fields will receive their share of praise with the heroes of the battlefields.

A Los Angeles butcher recently got the shock of his life, but was equal to the occasion. A patron, obviously looking for something to kick about, demanded: "Do you sell diseased meat here?" "Worse," replied the butcher, blandly. "What do you mean, worse?" demanded the truculent patron. "The meat we serve is dead," confided the butcher in a stage whisper.

LLOYD'S AND THE WAR.

(Continued from Page 7.)

veloped from small beginnings, and conducting a colossal business in the affairs of the sea, which is still known, and will always be known, by the name of "Lloyd's."

"MANY THAT ARE FIRST SHALL BE LAST; AND THE LAST SHALL BE FIRST."

(Not a Sermon.)

Progress is the FORWARD MARCH of time, and TIME is the wonderworker of the world. For five years, the world was peaceful and industrious, with two of the central powers of Europe convalescing from the aftermath of war, to-wit, Austria-Hungary from the Balkan, and Russia from the Russo-Japanese war.

Busy people had forgotten all about war.

The world was full of bustle for industrial advantages. Labor was clamoring for its due, and capital was usurping more than its share.

Power is ambition's lust, and the lust of power is found not only in the lion but in the very worm that crawls.

Democracies have their Tories; Aristocracies have their Yonkers. In every democracy are those who prefer a monarchy, and in every kingdom may be found those who would like an absolute monarchy.

So, five years ago, we found Europe infested with the tapeworm of Kaiserism, keeping it hungry, in tapeworm fashion, emaciating the very body within which it lived, growing, feeding itself.

Thus, the great war, the greatest war in the history of the world, was started.

Every effort to expel Kaiserism from Europe failed. It had grown so large that it was fast devouring Europe, and Europe paid homage at its feet.

Had Kaiserism stayed within its own jurisdiction and field, it might have been the conqueror of the world, but the Kaiser, intoxicated with his own exuberance in the belief that he was the "Gottman" and his people the superpeople of the world, got funny, real funny, and seemed to think that he could reach out and gobble up the world. So he slapped Uncle Sam on the cheek and sunk the Lusitania. Uncle Sam, in good Jesus fashion, turned the other cheek, but the Kaiser slapped him again and sunk the Arabic. Still Uncle Sam, in Christian spirit, turned to him the right cheek once more, and again the Kaiser slapped it by sinking the Ancona. Uncle Sam stayed Christian as long as he could, but when the Kaiser sunk the Sussex, it dawned upon Uncle Sam that Jesus in His Sermon on the Mount had never forgotten the precepts of Moses,—An eye for an eye, and a tooth for a tooth, a limb for a limb, and a life for a life. Then he turned to the Kaiser and said:

"You have slapped me often enough. Now stop it."

But the Kaiser went on slapping with his U-boat, and Uncle Sam, rolling up his sleeves, put his sword in its hilt, his gun on his shoulder, and this snake champion of the world who laughed at peace, who wanted to conquer the world by the sword, who mocked at the teachings of scripture, who slapped cheek upon cheek, is now, in Caesar fashion, crying:

"Help me, Peace, or I sink." But there is no Cassius, not even the Crown Prince or Hindenburg, to save the Kaiser from the Tiber of his own destruction.

Down he shall go until there shall be no more Kaisers, until PEACE shall triumph in the spirit of real people, and the teachings of a world's humanity shall rule the world!

W. B. RUBIN.

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JOHNSON ON HEALTH INSURANCE.

Senator Hiram Johnson, although he came to California for a complete rest and announced that he would not take any part in politics, has not been able to refrain from putting himself on record on the Social Health Insurance issue. He has issued the following statement to the voters of California:

"Of course I am heartily in favor of Social Health Insurance. It is the kind of policy I should have been delighted to present to Californians, and I regret that I am unable to take part in the campaign for its adoption. Our old individualistic democracy of every man for himself and the devil take the hindmost is gone forever.

"The opponents, in derision and denunciation, say this is a German policy, but its conspicuous success has been in England and its most enthusiastic advocate has been the great democratic statesman of Great Britain—Lloyd George. Certainly, we should not fear to follow in the footsteps of Lloyd George nor to accept the demonstrated experience of England.

"The two outstanding progressive issues of the immediate future are public ownership and social insurance. The first must come largely from national action, but social insurance must be initiated by the States.

"In 1910, California led all the States of the Union in proposing an adequate workmen's compensation act. When this act was first undertaken, the denunciation and misrepresentation concerning it were somewhat similar to the present denunciation and misrepresentation of Social Health Insurance. Ninety per cent. of the opposition to the Workmen's Compensation law arose from misrepresentation just as ninety per cent. of the present opposition to Social Health Insurance does. The Workmen's Compensation law vindicated its advocates and justified itself after it became operative, and met with the commendation of both employer and employe. In like fashion, if adopted, Social Health Insurance will justify itself and vindicate its advocates.

"The policy is as certain to come as that the world progresses. It is more certain to come because of the very war in which we are engaged. The tremendous and as yet little understood changes in our social and economic life which the end of the war will bring will make necessary and certain policies like health insurance.

"I wish to express my absolute confidence in the Social Health Insurance Commission and am sure that it will present to the Legislature a rational and proper bill meeting all the objections which have been sought to be raised.

"Have we vision enough clearly now to see and courage enough to lead in this humanitarian measure of demonstrated efficacy? The progressivism of California which I knew in the past preferred to fight for and to lead in measures of this sort rather than in the far future tamely to follow.

"(Signed) HIRAM W. JOHNSON."

It must not be assumed that the child who receives its only education while tending a machine will necessarily develop a machine-like obedience to driving power.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

The Central Labor Council of Seattle asks the Government to establish a rental office that will replace private rental agencies. The proposed institution would operate and have power to commandeer hotels, houses, apartments and lodging houses.

The Washington State Welfare Commission has rejected the plea of hotel men that the recently established minimum of $13.20 a week for women workers be based on a seven-day week. The new rate will take effect within sixty days if the hotel men conclude not to go to the courts.

Senator McKellar's bill to pension employes in the classified civil service of the Government has been reported favorably by a Senate committee. A similar bill has been introduced in the House by Congressman Keating. This legislation, which is indorsed by organized Government employes, provides that a certain percentage shall be deducted from salaries to help create a pension fund and the Government shall contribute a share.

Representatives of the Federal Department of Labor have ruled against the employment of women as conductors on street cars of Cleveland, Ohio. The investigators found that local labor conditions do not demand this condition. The investigation was the result of differences between the company and its employes. The latter insisted that there was not a man shortage sufficient to warrant the employment of women and this has been upheld by the Government's representatives.

At a convention of recently-organized miners of the Fairmont (W. Va.) district an agreement entered into between their officers and coal operators was ratified, and for the first time in the history of that field trade unionism is recognized and the guard system is abolished. Gun men and thugs have lost an easy living because of the continued agitation of these workers, whose fight against injustice has attracted nation-wide attention. The agreement affects 15,000 miners.

Full voting power has been granted to the two women members of the Community Labor Boards. Originally their voting power was restricted to questions concerning women; but in response to the strong protest made by women the restriction was removed. The Department of Labor also announces that in addition to the two women appointed to the Community Labor Boards, two women will be placed on each State Advisory Board of the service. Heretofore these boards have been composed of men.

The Executive Board of the California Oil and Gas Well Workers' Union, representing 15,000 employes in oil fields, pipe lines and refineries, asks the Federal Oil Conciliation Board to order wage increases of $1 a day. This would establish a $5 minimum for common labor, $7 for the comparatively few tool dressers, $6.25 for engineers and $9 a day for drillers. These rates have been ratified by the union, whose officials announce that the question of strike was "absolutely given no consideration, as the oil workers depend exclusively on the sense of justice that actuates the Department of Labor in its operations with essential war industrial employes."

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Anderson, Wm.	Lubhurs, H. J.
Antonsen, Charlie H.	Lundgren, Chas.
Aso, Guss	Larsen, Ed.
Ansiitz, John	Larson, Gust
Abolin, K.	Lux, Chas.
Aase, O. R.	Malk, Peter
Andersen, Julius	Mathison, Martin
Anderson, Andrew	Micholsen, A.
Anderson, J. E.	McGregor, D.
Andersen, A. C.	Maher, Thomas
Andersen, Martin	McLeod, John
Andersen, John	Magnusen, Lars
Albregtsen, G.	Marthinson, Krs.
Austin, H.	Mikkelsen, K. -1620
Anderson, Fredhof	Mikkelsen, Holder
Anderson, T. -2064	Mickelsen, Harald
Backshom, C. F.	McGillivray, F. B.
Barry, W.	D.
Bates, J. D.	McDonald, Wm.
Brown, Albert	McPherson, James
Brink, Harald	Moe, Albert
Bensen, J. A.	Moore, Thomas
Back, M.	Moore, J. M.
Barry, B.	Muier, James
Boacher, G.	Nelsson, Emil
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Caspersen, E. T.	Nare, H.
Carruthers, M.	Nolan, J.
Carlson, C. A.	Nordstrom, John
Carlson, J. -1586	Overland, Oscar
Carlsen, C. G.	Olsen, Harald
Christensen, E. J.	Olsen, Ole J. -542
Crumlich, F.	Olsen, Hjalmar
Curran, W.	Olsen, J. G. F.
Drage, J.	Ogga, Edward
Desmond, C.	Odall, E. W.
Dunwoody, Geo.	Olsen, O. P. -1141
Eaton, I. N.	Olsen, Alf.
Eckholm, B.	Olsen, Geo. M.
Edson, Frank	Olsen, B.
Endresin, I.	Olsen, Elmer
Edman, O. -551	Olliver, James
Erickson, Chas.	Pakki, Emil
Eriksen, Erik	Pap, Johannes
Ellingsen, Erling	Powell, H. A.
Forslund, Victor	Paase, And
Ferguson, B.	Pallesen, K.
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Gabrielsen, Peder	Rallo, Max.
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Grant, J. J.	Rasmussen, Paul
Gundersen, And.	Rasmussen, R. P.
Gustafson, Oscar	Risbech, H.
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Hernes, C.	Sedon, Geo.
Henriksen, Geo.	Snell, Adolf
Hiorth, Knud	Soderberg, Albin
Hollman, W. C.	Swanson, J. -1331
Hohnstrom, Fritz	Sund, Alex.
Holmes, C.	Seyfreid, M.
Holten, Crist	Stotzerman, Emil
Hunter, G. H.	Swanson, Wm.
Hansen, Lauritz	Sagura, John
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Hilliard, C. R.	Sarin
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Hansen, S. -2072	Samuelsen, Harold
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Ingelbretson, O. E.	Strangard, C.
Iversen, Ole	Sorensen, G. T.
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Jansson, J. A.	Torin, Gustaf A.
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Johnsen, Hans	Valfors, Arvid
Johnson, Hilmar	Williams, T. C.
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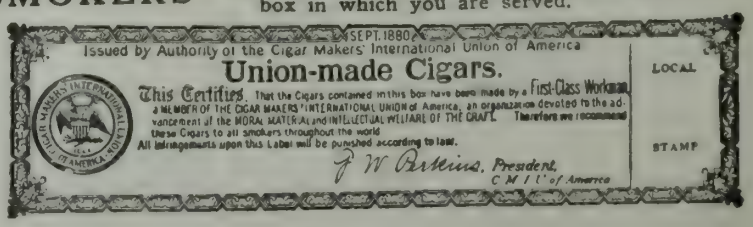

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Kuhn, John	Weber, Fred
Kyardalen, Ole Hansen	Wickman, Daniel
	Weisham, R.

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revhelm, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

INFORMATION WANTED.

The members of the crew of the S. S. "Grayson," who rendered salvage services to the "Lowther Grange," will please communicate with S. B. Axtell, 1 Broadway, New York, N. Y., for their share of salvage money. 1-30-18

The men hereinafter named are requested to call personally or communicate with J. T. Smith, 112 Market St., San Francisco, Cal. Chas. Fraser, W. Holmes, Otto Kanka, Karl Olsen, William B. Pierce, Thomas Wolstenholme. 10-2-18-Adv.

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

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INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed. 7-24-18

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

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Harding, Ellis	Paulsson, Herman
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Halligan, Thomas	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
Johnson, Karl	Siebert, Gust
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Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

Honolulu, H. T.

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Crantly, C. W.	Peters, Walter
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Ekelund, Rickhard	Selberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

All members of the crew of the S. S. "Brazos," who were on board on March 11th, 1918, at the time she salved the S. S. "Iroquois," near San Domingo, will please communicate or call at the office of Silas Blake Axtell, 1 Broadway, New York City. 6-5-18

William O'Keefe, who has not been heard from in many years, is inquired for. His niece, Catherine Lynch, aged 12, is very anxious to locate him. Anyone knowing his whereabouts, please notify Catherine Lynch, 42 Monroe Street, New York City.

Home News

Liberty motors now have reached quantity production and American-built airplanes are being shipped in trainload lots daily from the factories for service overseas.

The law department of Jersey City announces its intention of publishing a "blacklist" containing the names of landlords who refuse to lease to tenants with children.

Failure of relatives of soldiers overseas to notify the War Department of changes in their addresses is causing delays in the delivery of telegrams giving notice of casualties. The War Department asks that all persons recorded as the next of kin of soldiers notify the Adjutant General's office promptly of any change in address.

D. C. De Hart, a member of the aerial mail service, recently made the trip from Washington to New York, a distance of 226 miles, in two hours and twelve minutes. He made the flight from Philadelphia to New York, a distance of 90 miles, in forty-nine minutes. De Hart used one of the smaller Curtiss planes and carried 210 pounds of mail.

The First Assistant Postmaster General has notified postmasters at city delivery post offices that the inspection of winter uniforms for carriers should be conducted on lines of conservation by providing for the usage of as many uniforms worn last year as possible. Uniforms or parts of uniforms, including caps, that can be cleaned and repaired and placed in respectable appearance should be reworn rather than require the carrier to purchase a new uniform.

The Logan Coal Company of Philadelphia has been ordered by the Fuel Administration to pay $25,000 to the Red Cross as a fine for profiteering. In addition, the company has been ordered to give to the Red Cross all its profits between September 15 and October 1, refund to all purchasers of smithing coal the difference between the Government price and the price which it charged, and deliver to a State institution, with which it made a two-year contract, coal at the Government price.

Able-bodied men over draft age can be made skilled workers in training schools now maintained in many large factories, says the United States Employment Service Bulletin. "The war has proved that age is not a bar to the attainment of efficiency in a new trade," says this Government publication. "The man past 50 has come back to renewed usefulness in lines of work never previously tried and from all parts of the country reports are proving his great possibilities including most lines of essential industry."

A British educational mission has come to this country to inquire into the best means of obtaining closer co-operation between British and American educational institutions, in order to increase the sympathy and promote understanding between the countries of the English speaking world. The members of the mission are: Vice Chancellor Arthur Everett Shipley of the University of Cambridge; Vice Chancellor Sir Henry Miers of the University of Manchester; the Rev. Edward M. Walker, Fellow of Queen's College, Oxford; Sir Henry Jones, professor of Moral Philosophy, University of Glasgow, and Dr. John Joly, professor of geology and mineralogy in Trinity College, Dublin.

BUY WAR SAVINGS STAMPS

Domestic and Naval

The State of Maine is coming back to her one-time glory as a shipbuilding center. At the present time there are under construction in Maine ship yards 116 vessels, eight of which are steel. An aggregate of 72,600 deadweight tons—forty-one wooden freighters; 47 schooners; tugboats, lighters and trawlers.

Plans for the Henry Ford submarine chaser manufacuring plant on Lincoln Highway, in Kearny, N. J., have been filed with the Building Department. The main building will be 860 feet long and 330 feet wide, built of steel, brick and concrete. The boats will be launched into the Passaic River. Work on the unloading sheds has been started. The plant is opposite the United States Engineering depot and adjoins the Federal Shipbuilding yard.

Seventeen new shipping and shipbuilding firms were organized during the month of August with an authorized capital of $11,200,000. This brings the grand total for the entire war period up to $453,404,000. Of the August total $3,625,000 went into the actual building of ships, while $7,575,000 was the amount devoted to the operation of vessels. The August total compares with $10,730,000 in July, during which period thirty-two new shipping companies were formed.

The Department of Commerce is endeavoring to locate Harry M. Beachy, an American seaman, who was awarded by the British Government a silver medal in recognition of the part which he had in saving the crew of the British schooner "Busy Bee." Mr. Beachy was born December 22, 1894, either at Baltimore or at Grantsville, Md. Every effort to locate Beachy has been made, but so far without success. The medal is now being held in the department in the hope that some trace of Beachy may be found.

The certificate of Captain Charles E. Dagwell has been suspended during the continuance of the war as a result of the inquiry into the loss of the schooner "Dornfontein," destroyed by a German submarine off the mouth of the Bay of Fundy August 2. The reason for the suspension is that the captain handed over to the commander of the enemy submarine his secret sailing orders, making no attempt to destroy them, notwithstanding the peremptory orders he had received. Although the crew was of mixed nationality and two of the members spoke German, the court was unable to connect the disaster with any prearranged signals or notification to the enemy.

The annual report of the American Shipbuilding Company, Chicago, discloses that the company during last year built at its various yards forty-five cargo boats of 168,800 gross tons, besides two United States naval vessels. The company has contracts with the United States Shipping Board for the delivery of 172 standard type ocean-going vessels of 678,700 gross tons, for delivery between July 1, 1918, and close of lake navigation November 15, 1919. Construction work is now well ahead of schedule. During the year appropriations for plant extensions necessary to obtain increased production aggregating $6,125,057 were authorized and of this $4,781,992 was expended.

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Assets	$59,397,625.20
Deposits	55,775,507.86
Reserve and Contingent Funds	2,286,030.34
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Andersen, A. T. C.
Andersen, Frank
Andersen, H. -2127
Andersen, John
Andersen, L. P.
Andersen, M. -2054
Andersen, Nils F.
Anderson, O.
Andersen, Rasmus
Anderson, A. -1819
Baah, M.
Babchuck, Ernest
Backman, A. -2055
Backman, Paul
Bahn, C. F.
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Barry, Wm. J.
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Carlson, Warner
Carlson, C. A.
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Christensen, L.
Christensen, J. T.
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Ellison, John E.
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Fagerlie, Odell
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Fernquist, C. W.
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Graham, T. J.
Graham, Walter F.
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Halvorsen, Henry
Halvorsen, Olaf
Hammarquist, A.
Hansen, Chris.
Hansen, Hans
Hansen, Oscar
Hansen, Rangvald
Hansen, Raynols
Hanson, Edward
Hanson, H. A.
Heldal, Trygoe H.
Henriksen, C.
Hess, Arthur
Heyn, Thorvald
Hildes, W.
Hill -1387
Hill, — -2030
Irmy, Feodor
Jacos, Henrik
Jaderholm, Hans
Jakobsen, Anders
Jakobson, Waldemar
Anderson, Andrew
Anderson, Carl J.
Anderson, G. -2161
Anderson, Oskar L.
Andersson, Anders
Andersson, Arthur
Andersson, C. J.
Andersson, Erick
Andersson, O. A.
Andersson, Sture
Andersson, V.
Ask, Alfred E.
Ask, Lorentz
Asp, Gust L.
Auckland, Gus
Azarov, Daniel
Blixt, Gus
Blomgren, Carl A.
Blomgren, Fred
Blomgren, M. A.
Blomkvist, Albert
Borgesen, Oscar
Borjesen, L.
Bouma, Jan
Boyce, Jr., R. P.
Boyle, A.
Brevick, Johan
Brantd, Edw.
Bratt, Walfrid
Brian, Jos.
Brown, George W.
Brue, Nils
Bye, Kristian
Bywater, C. E.
Christensen, Oskar
Christensen, Otto
Christoffersen, C.
Cockrane, R. O.
Coleman, William
Colima, Pete
Colman, A. J.
Cornelius, Lemnart
Corran, Geo.
Corson, Geo.
Crosiglio, Joseph
Dew Pree, Earl
Didrickson, Martin
Dobbin, Harry
Donk, Johan
Dreyer, Jack O.
Dreyer, Trygve
Dumas, Clifford
Dunwoody, Geo.
Dyer, John
Erickson, Gustav
Erickson, John
Erickson, Nils
Erikson, Chas.
Esterberg, Gust.
Etherton, Ward
Ettrup, Jens
Eucsen, Sigurd
Fomichoff, T.
Forgensen, H. R.
Franzell, A. Th.
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Fraser, James
Fredrickson, Martin
Fredriksen, B. D.
Freidland, Carl J.
Fritz, Henry
Frost, Konge
Frost, Peter
Grant, Jim
Grant, Lewis
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Gulfeldt, A.
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Hobbs, Frank
Hole, Sigvald
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Holm, Astrip
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Holm, J. P. K.
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Holmes, W.
Holmgren, H.
Holmstrom, Carl A.
Holmstrom, Fritz
Hovde, Michal
Howe, Albert
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Hubertz, Emil
Hylander, Gustaf
Hyskell, T. J.
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Jensen, Jens R.
Jensen, Lorentz
Jewett, Charles
Johannesen, Anthon
Johannesen, Hegle
Johannesen, Johan
Johansen, A. -2412
Johansen, Fritz
Johansen, John
Johanson, A. -2050
Johanson, Robert
Johnsen, G.
Johnson, Louis
Kaktin, Ed.
Kallas, Alex
Kallberg, Arvid
Kane, John
Karlson, Axel
Karman, Wm. B.
Karusmoli, Karl
Kaskinen, A.
Kearns, N.
Kelly, E. -1050
Kjellsson, Axel
Knaut, Charles
Larsen, Alf
Larsen, Arthur
Larsen, H.
Larsen, K. -1560
Larsen, Ingolf
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Larson, L. A.
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Lewis, Owen J.
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Nielsen, Harald J.
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Nilsen, Hans L.
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Olsen, Herman
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Parks, Leslie
Parral, Olegario
Paulsen, Aksel
Pedersen, E.
Pedersen, Eysten
Pederson, Charles
Pedersen, Peter B.
Pederson, Oluf
Pedersen, Sofus R.
Perkins, Will
Quickman, W.
Quilje, Johannes
Quinn, William
Radke, Paul
Ramstad, Andreas
Rasmussen, S. A.
Redinger, M.
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Reimer, Peter M.
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Roberts, Albert H.
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Sandstedt, E. H.
Sandstrom, H.
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Korsberg, Volmar
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Kristensen, L. P. J.
Kroeger, Walter
Kurgrel, Oles
Lindquist, Charley
Lindquist, Ralph
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Ludvigsen, P. L.
Lundberg, A. E.
Lundberg, Thom
Lundh, F.
Lundmark, Helge
Luse, John
Lynch, James
Lyngaard, George
McNair, H. S. S.
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Morrison, Phillip
Mortensen, B.
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Nilsson, Reinholt
Nolen, Axel
Nolan, George S.
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Nordling, Sam
Nordstrom, Enst
Norling, Gust.
Nurkin, H.
Nutcher, Lyle P.
Olsen, Karl
Olsen, Kristoff
Olsen, Ole -1325
Olsen, Oskar
Olsen, Peter
Olsen, Regmar
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Olson, John
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Olsson, V.
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Peterson, Harry J.
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Peterson, Robert
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Rundstrom, Albert
Ruter (Rutler), P.
Ryan, Patrick
Sounders, O.
Sarin, Charlies
Sarin, Wilhelm A.
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Selin, H. W.
Slewersen, Chas.
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Simpson, L. C.
Skoberg, Axel
Skotvik, Ole M.
Smith, Edw. J.
Smith, John
Smith, John T.
Speckmann, M.
Solberg, Bernh.
Sommers, J.
Soneson, Wilhelm
Sorensen, Georg
Sorensen, O. E.
Spets, Karl
Spona, Emil
Steadman, Geo.
Sternberg, Alf.
Strandberg, Elof
Strybos, D.
Svanson, William
Svendsen, S
Svensson, John
Sveeingsen, S. U
Swansen, A.
Swensen, Anker
Swenson, Rubin
Taival, Alfred
Talbert, Frank
Tanman, Robert
Tanning, T.
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Wallenstrand, Harry
Ward, Carl
Weisson, Emil
Wesgard, Jens
West, I.
Westren, Christ.
Westvik, I.
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Wichman, Daniel
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Williams, John L.
Williams, T. C.
Wilson, Williams
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Winkler, Otto
Whitby, G.
Wolstenholm, Thomas
Wurst, Walter
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Kerr, H. J.
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Paal, K.
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Smith, John T.
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Wesgaard, Jens

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Johnson, Olaf V.
Mattesen, Hans
Mattson, Johan H.
Nail, Elijio
Navano, Casinino
Nilson, Hilding
Nordstrom, Gustaf E.
Pederson, Carl
Peterson, Alfred
Sandstrom, Iver
Soderlund, J.
Wright, William H.

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Aalta, Henry E.
Aas, Fritjof H.
Abrahamson, A.
Abrahamson, A. W.
Addlesen, Johannes
Anderson, Efriam
Axelsen, J. H.
Baardsen, Hans M.
Bergstrom, John E.
Bowma, Jan
Brown, Alexander
Burg, John
Carlsen, H. C.
Carlson, John A.
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Hermann, Carl E.
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Jensen, Einar A.
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OVER THERE
and
OVER HERE

Thirty-five of our young men, recently graduated from the University of California as dentists, heard duty's call, joined the Army and Navy and are OVER THERE.

In the meantime—

OVER HERE—While the nation is at war Amendment No. 21 has been initiated to open wide the doors of California and let in the riff-raff from every back-woods State to practice as dentists without examination.

Yet, when our boys come back—if they do come back—they must compete with the derelicts and incompetents who would come in without examination—unless this measure is defeated.

There can be but ONE ANSWER.

Vote NO On Amendment **No. 21**

Joint Committee, California State Dental Associations.

News from Abroad

A Batavia, Java, news agency despatch to the Dutch newspapers says that six German steamers—"Silesia," 4489 tons gross; "Uhenfels," 5577 tons; "Gernis," 6500 tons; "Westmark," 5870 tons; "Castell Pelesch," 3464 tons, and "Linden," 4187 tons—have been transferred to the Rotterdam Lloyd, the Holland-American to replace six torpedoed Dutch ships. All the steamers at present are in Java ports.

When the war began in 1914 a man named Godfrey Jones, a coal miner in Wales, enlisted as a private. He soon became a non-commissioned officer, and a little later earned a commission. At Saloniki he showed such conspicuous courage that he was awarded the distinguished order service. The other day Colonel Jones, still serving with his countrymen and in command of Welsh soldiers, was promoted to the rank of brigadier general. The coal miner now outranks the heir to the British throne.

The American reply to the German peace offensive was in somewhat plainer language than usual. The Germans were told there could be no negotiations of any sort with the Hohenzollerns. If the Kaiser's subjects were prepared to remove the offending autocrat they would be heard, but even they were told there could be no alternative to unconditional surrender. The American message was greeted with warm approval in France, England, Italy, Belgium and other allied countries, while the American press and American statesmen were much more enthusiastic than they had been in regard to the first United States reply to Germany.

The largest dock in the Mediterranean is to be constructed near Naples. A decree has been signed conceding to that city the right of carrying on the necessary constructional works in the harbor of Baia. Among the minor undertakings will be the transformation of the Lake Averno into a marine basin, with a large industrial zone adjoining, the construction of an outer harbor in the Gulf of Baia and of a communicating canal between this harbor and the lake, with a quay provided with all the latest appliances. The total cost is not to exceed 50,000,000 lire, to which the State will contribute 22,000,000 lire in fifty annual instalments.

During the week the Belgian coast has been cleared of the enemy and where but recently were submarine bases we have now places for anti-submarine operations, and, better still, we have a point of direct contact with Holland. That hitherto timid neutral may now speak with all the courage of its neutrality, if so disposed. No longer can Holland be browbeaten by Germany unless she enjoys or endures the experience as the price of profitable trade. The Germans are now evacuating Belgium so rapidly the allied armies have difficulty in maintaining contact with the retreating enemy. As the loss of Bulgaria shattered the dream of Mittel-Europa, the loss of the Belgian ports means the loss of the plans for the conquest of England, which, as a mater of fact, Germany did not really plan to achieve during the progress of the present war. That was to be reserved for yet another war, which, in turn, was to be preliminary to the final war which was to give Germany complete world dominion.

BUY WAR SAVINGS STAMPS

With the Wits

Cheering Them Up.—Freckles are the farmerettes' service stars.—Boston Transcript.

His Master's Voice.—Captain (sharply)—"Button up that coat."

Married Recruit (absently)—"Yes, my dear."—Tit-Bits.

Not So Loud.—"Sleep is one of the greatest of luxuries."

"For heaven's sake, don't say that or they'll tax it."—Baltimore American.

As London Sees It.—The American Rainbow Regiment is at the front—an augury, of course, that the present reign will soon be over in Germany.—London Opinion.

The Airplane Chicken.—Aviator—"Here, take this chicken away—"

Waiter—"What's the matter with it, sir?"

Aviator—"It's all wings and machinery."—London Opinion.

First Essential.—"How would you like to sign up with me for a life game?" was the way a baseball fan proposed.

"I'm agreeable," replied the girl, "where's your diamond?"—Indianapolis Star.

The Quip Sprightly.—"You there in overalls," shouted the cross-examining lawyer, "how much are you paid for telling untruths?"

"Less than you are," retorted the witness, "or you'd be in overalls too."—Boston Transcript.

Peace Danger.—"I don't know about these war inventions when peace comes."

"What about them?"

"These aviator fans may go about in baseball times bombing the umpires."—Baltimore American.

The Difference.—"It is remarkable that so many women should be working."

"Women have always worked," replied Miss Cayenne. "The principal difference just now is that they are working away from home and getting paid for it."—Washington Star.

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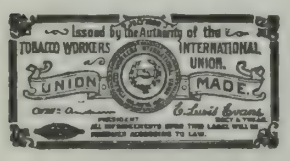

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 8. SAN FRANCISCO, WEDNESDAY, OCTOBER 30, 1918. Whole No. 2510.

WAGES VERSUS FINANCES.

Frank P. Walsh Dissects "Wage Fixing" Theories of Reactionary Employers.

In many cases presented to the War Labor Board the attorneys and representatives of the employing corporations urge that, regardless of the essential fairness of any wage increase that might be awarded by the Board, the financial condition of the concerns would be impaired thereby and that the Board should consider this possible result in fixing rates of wages for the workers.

Under the principles and policies to govern relations between workers and employers in war industries for the duration of the war, as adopted by the Government in conformity with the proclamation of the President of date April 8, 1918, the powers and duties of the Board are clearly defined.

The underlying object of its creation is that "the maximum production of all war industries should be maintained." To this end, therefore, of course, all existing wage standards must be maintained. Where wages were fixed by contract between organized groups of employers and employees, and the same are found by the board to have been fair at the beginning of the war, it becomes the duty of the Board to ascertain, by careful investigation and research, the increased cost of living, as well as the advance, if any, which would ordinarily and naturally come about in times of peace, which sums must be added to the pre-war wage.

Adjusting Pre-War Wage Standards.

Where wages, however arrived at, are found not to have been fair and adequate at the time our country entered the war, proper basic standards are established, to which the last foregoing elements of increase are added.

Supplementary to these considerations, it may be noted that the President's proclamation also imposes the following definite and specific direction upon the Board:

"In fixing wages, minimum rates of pay shall be established which shall insure the subsistence of the worker and his family in health and reasonable comfort."

This provision, it has been found in experience, required a substantial increase in the wages of all of the common laborers which have come within the jurisdiction of the Board, with the possible exception of building laborers and a few other industries. The evidence in many cases shows that numbers of skilled and semi-skilled mechanics also, by right, invoked the principle of the living wage on account of the inadequacy of their compensation to meet this just requirement of the government.

Giving effect to the foregoing duties and limitations imposed upon it by the proclamation of the President, the Board, after mature deliberation, in a large number of cases unanimously applied the foregoing rules and principles, and accordingly held that the financial condition of the employing corporations was entirely irrelevant under the principles proclaimed by the President, and would not be considered if proposed increases of pay to workers were just and proper.

The Plea of "Financial Inability to Pay."

Obviously, to have regard to outside considerations, such as are involved in the claim of financial inability to pay, might entirely defeat the wage-fixing function of the Board by proof that even a fair wage could not be paid to employees without financial detriment, or that a minimum rate of pay, "insuring the subsistence of the worker and his family in health and reasonable comfort," would be confiscatory.

If a workman engaged in an essential industry is expected to perform his part uninterruptedly in necessary war production, it will not do to say to him, upon presentation of his just demands, that the tremendously increased expense of fuel and raw materials has been taken into account by his employer and paid in full, but that the legitimate increase in the cost of labor must be ignored, even though it means deprivation and suffering to him, to say nothing of the menace to his family life; or, that his employer has not looked ahead to the inevitable rise in labor cost as he has to the cost of fuel and materials, and that the worker must bear the burden of this lack of foresight; or, that the employer has entered into fixed contracts, based in part upon the rate of wages being paid at the time of the making of the contracts, thus relieving the consumer of the legitimate addition to the cost of the product on account of the war and again thrusting the burden upon the underpaid worker; or, that the worker should be called upon (a) to use up his pre-war savings, (b) to take his children out of school and place them in industry, (c) or to receive aid from charitable and benevolent sources for the upkeep of himself and his family while the war is being prosecuted.

A state of war is recognized by all as an "extraordinary emergency," and this is true even though it extends over a very great period of time. And it is an emergency which calls, among other and mightier changes, for revision and reformation of contracts, the readjustment of prices to the consumer, and changes of the most fundamental character in the organization and operation of industry, even to the commandeering and control of private enterprises by the Government itself, when found necessary and expedient.

Proper Readjustments for Employers.

To prevent injustice, the Board, where substantial increases have been made, has unhesitatingly recommended increases in the rates of public utilities, as well as price readjustments in existing contracts with the Government or private individuals or corporations, so that the ultimate consumer might not shift the burden, fairly his, to the back of the worker or his employer.

Moreover, another argument frequently urged by employers, i. e., that the amount of increase in wages is added directly to the expense of the concern and must result in an equal diminution of profits, is in the main, fallacious.

It is based upon the assumption that the employer is to pay a higher price for the identical character and the same amount of service. That this assumption is erroneous has been conclusively proven by many generations of industrial experience. Workers who are ill-treated by their employers and not sufficiently compensated to enable them to maintain a high degree of efficiency, render one kind of service, usually poor and halting. Employees who are adequately paid, hence in sound physical condition and mentally alert, render an entirely different and improved quality and amount of service. Experience has proven that the increase in the amount of service rendered and its improved quality compensates, if it does not entirely offset, the increase in the mere monetary wage.

Some of the largest of our nation's industries have in the past voluntarily made large increases in wages, against the protests of business competitors, associates, and even economists, the prediction being that the effect would be the financial prostration of the industry. The immediate and practical results, however, completely refuted these forebodings, for the expense per unit of product was materially decreased as a result of better service rendered, and the profit of the employer showed corresponding increases.

Beneficent Results of an Adequate Wage.

Contributing to this beneficial result may be mentioned, among other factors, the immediate decrease in the "turn over," which means the constant hiring of vast numbers of workers to take the places of those who leave the employment, unable to continuously maintain themselves and families on an insufficient wage.

It is conceded by all enlightened employers of labor that there is not only a large direct cost in training new recruits in an industry, but that there is a marked diminution of product due to the induction of new and untrained workers into a manufacturing plant. A comparison between an industry which maintains a steady and efficient labor force by providing equitable conditions of employment and an industry in which the labor force is constantly shifting because of inadequate wages or other onerous conditions, would, we believe, show the same differences in efficiency as would appear in the comparison of a well-fed, well-drilled, carefully equipped army of veterans, and a collection of nondescript troops for whose subsistence, equipment, training and general welfare no governmental provision had been made.

For the Government to adopt the suggestion of employers that the state of their finances should be considered in fixing wages would be, in many instances, to abandon large sections of its industrial army to the ravages of poverty, with its inevitable train of ills and sufferings, a policy unthinkable if we are to win the war of freedom for the world, which we must and will. —Frank P. Walsh, Joint Chairman, National War Labor Board.

MORE PRAISE FOR FURUSETH.

Editor, SEAMEN'S JOURNAL:

Silas B. Axtell's letter and suggestion is timely and gracious.

When I was secretary of one of the eleemosynary institutions Andrew Furuseth came into my office, unbidden, and made some very candid criticisms of our work. He won my heart and admiration at our first interview. I laid the plans of the Seamen's Institute at 507 West street before him, and he made valuable suggestions.

On my first visit to the Pacific Coast he came into the editorial office of the SEAMEN'S JOURNAL when I was discussing things with Walter Macarthur. He opened my eyes to the necessity of the Seamen's bill and revealed to me personally that it would solve many of the problems of the seamen's chaplains on the waterfront, kill crimping, put the illegal boarding-house keepers out of business, and help the sailor at the point where many of his troubles began, namely, at his pocket. Seafarers needed Seamen's institutes then, they needed the spiritual advice and help of the seamen's workers; but before all that justice should be done. Legal aid was good—they needed it; but better laws and justice were more urgent.

When Havelock Wilson and Thomas Chambers came to New York to organize the British seamen, I lent them the Seamen's Institute Hall at 507 West street, where they held meetings for a year, and organized the men. Andrew Furuseth came frequently to speak. His addresses were always pitched on a high ethical level and had a statesmanlike quality all their own.

"I saw the plans; now I see the building," he remarked to me after his first visit.

He always urges the men to patronize the Seamen's Institutes, recognizing their value to the seamen. While he freely criticizes some of their methods, and in no way endorses their programs in their entirety, his help and influence on their behalf is incalculable.

From 1912 until 1914, while writing a series of articles in the Survey on seamen and their problems, I found his suggestions rich and helpful. And it will always be a matter of pride and gratification to me that by pen and voice I had a small share in helping to put on the statute book Furuseth's Seamen's bill. For in reality it is his work.

Andrew Furuseth's personal integrity, honor and single-mindedness have been a valuable asset to the Seamen's Unions and the labor movement in America.

Casually I said to Captain Dollar of San Francisco (we were on a New York elevator):

"Do you know Furuseth and Macarthur?"

"I've fought them for twenty years," he exclaimed.

"Are they straight fellows?" I asked, wishing to know his opinion. My own opinion was formed.

"Straight—yes; that's their strength."

Splendid tribute from an opponent.

His ability as a writer and speaker is of the highest order. Only yesterday I passed a steel plant (steel can be spelled two ways) and saw some labor members giving out handbills for a meeting. In conversation with the delegate he paid tribute to Furuseth's skill in analyzing a situation.

In marine history, laws, and shipping conditions of America and the world, he has no peer. His mental powers, naturally good, have been strengthened by hard study. A fearless advocate, a fair fighter, a strenuous propagandist, a keen debater, and a faithful friend of the seamen of the world, he is the great figure and the noble leader that seamen's unions have produced. Without disparagement to the other strong, able men in the cause, as an outsider—one looking on from the other side of the fight—the emancipation of the seamen is Furuseth's work. His associates are generous enough to acknowledge his leadership.

All the evidence and testimony submitted in committee on the Seamen's bill I read at the request of a magazine editor. Wearisome, dry reading it was. The repetition and revamping of obsolete arguments, dragging out and redressing of the "bogey man argument," "American shipping will be killed," was surprising; the narrow parochial vision of steamship men and chamber of commerce advocates was staggering. How they failed to see that the Seamen's bill was really a help to American shipping was a constant puzzle to me.

Furuseth's infinite patience and tact was constantly demonstrated. The bill should have won on its merits; it did win by the leader's foresight, personality and political strategy.

There is much more I could write from personal knowledge, but I have paid my tribute and write cordially endorsing Mr. Axtell's suggestion, and promise my subscription of the maximum sum.

Every seamen's mission, chamber of commerce, ship owner and seaman should pay their tribute to the seamen's friend, Andrew Furuseth. Yes, let us have some public monument. Cordially yours,

REV. GEORGE MCPHERSON HUNTER.

Dover, New Jersey, Oct. 22, 1918.

LAUNCHING OF CONCRETE SHIPS.

England is turning out stone ships. At both Barrow-in-Furness and Barnstaple a concrete vessel of 1000 tons was launched for the first time on September 21. At Barrow, the first of ten concrete barges was launched by the Ferro-Concrete Shipconstruction Company, Ltd., from the Graving Dock Shipyard. This yard was formerly the site of the yard of Caird & Purdie, where merchant steamers were built. The concrete barges are being built on the Hennebique system of reenforced concrete construction, and are to comply with the Board of Trade requirements and Lloyd's Register classification. Their measurements are 180 feet in length, 31 feet in breadth, 19 feet in depth and loaded draught of 15 feet. Steamers are also under construction in this shipyard.

At Barnstaple, the same day witnessed the launching of the first concrete ship built there for the Admiralty, the company present including Admiral de Lorenzi, Italian naval attache, and Colonel Ernest Ferretti, constructor to the Italian Navy. It was only on March 25 that Mr. Percy Westacott, the builder, and principal of the British Construction Company, London, received the order to begin operations, and although the yard itself had to be made, the vessel has been cnostructed in four months. This is a record for concrete shipbuilding in the country. Another keel was to have been laid down within 48 hours on the same shipway. Other vessels are already under construction and it is hoped shortly to begin launching one vessel every month.

TRIBUTE TO MERCHANT SEAMEN.

In the course of an address on shipping delivered at a recent meeting of the Philadelphia Chamber of Commerce, Edward N. Hurley, Chairman of the United States Shipping Board, paid tribute to the character and bravery of the officers and men of the American Merchant Marine in war time. He also emphasized the importance of the merchant marine personnel as an asset for the Nation in coming peace times. His remarks under these heads were as follows:

"It is true that to-day we lead the world in ship construction, but we must back it up with officers and seamen, training and discipline. We are to-day training from 4000 to 5000 men each month to enter the merchant marine, and they are all typical Americans, who have the same spirit which Pershing's men showed at Chateau Thierry. I don't believe the American people appreciate the wonderful work these men are doing to help us win the war. We have every reason to be proud of what we have accomplished so far in the training of men to man our merchant ships.

"Admiral Sir John Jellicoe, of the British Navy, said recently that the officers and seamen of the merchant marine have founded during this war a new and glorious tradition in the teeth of undreamed-of peril. While there has been glory and official honor for the Army and Navy, merchant seamen have been taking their chances down in the fire-hold and in the life-boats, and on pieces of wreckage in the freezing north Atlantic, for ordinary day's wages. For them there have been no decorations, or uniforms, or war correspondents. They have faced the piratical submarine and the torpedo, not once but again and again as a regular part of their duty and stuck to the job until they were crippled, killed, drowned or frozen to death. In many cases their names and achievements have not been given publicity for military reasons.

"That is the spirit that has made the merchant marine so important a part of the military forces of America and the Allies. The dogged courage of the British mariners is the result of long training and fine traditions. As we build up our own merchant marine we shall support it with the same spirit. We must back it with officers and seamen, training and discipline. It is not enough to have ships—from one end of this country to another we must become ship-minded. We must go out over the world and give to other nations the peaceful service which is the basis of world trade. We must take the lean years with the fat years in shipping and instead of theorizing about the difficulties and limitations show our determination to keep a merchant marine intact as a basis for commerce in times of peace and a protection in the event of war."

Two war workers were discussing slackers. "Bothered with time-wasting callers, are you? Why don't you try my plan?" said the first. "What is your plan?" said the second. "Why, when the bell rings I put on my hat and gloves before opening the door. If it proves to be some one I don't want to see I say: 'So sorry, but I'm just going out.'" "But suppose it's some one you want to see?" asked the second. "Oh, then I say, 'So fortunate; I'v just come in,'" said the first.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Meeting to Mark Gompers' Home-Coming.

The American Alliance for Labor and Democracy has arranged for a national mass me eting in Chicago to welcome President Gompers on his return from Europe and to hear the story of his observations in the countries allied with America in the present war. The date for the meeting has been set for November 8, although this is announced as provisional.

Invitations have been extended to the President and his Cabinet, State Governors, Advisory Commission of the Council of National Defense, National War Labor Board, A. F. of L. Executive Council, officers of national and international unions, railroad brotherhoods, State federations of labor, city central bodies, all branches of the Alliance for Labor and Democracy and other men and women "representative of the life of the American democracy."

The Alliance has named an advisory committee of fifty-two, which includes members of the A. F. of L. executive Council, other trade unionists, Frank P. Walsh, of the National War Labor Board; Bernard M. Baruch, Chairman of the War Industries Board; V. Everit Macy, of the National Civic Federation; Charles S. Barrett, President of the Farmers' Educational and Co-operative Union; John Hays Hammond, August Belmont, George W. Perkins, Alton B. Parker and others.

In announcing the meeting, the Alliance says:

"President Gompers will return from Europe after having performed an unusual service for America. All America will want to know what he has to say; all America will want to welcome him back to America. He will return with a great message for all of our people and only by holding a great national meeting such as we have arranged can his message be properly got to the ctizens of the country.

"By bringing to Chicago representative men and women from various sections of the country the spirit of President Gomper's message will go throughout the country as it could in no other way."

Mexican Unionists to Meet A. F. of L.

The Mexican Federation of Labor (Confederacion Regional Obrera Mexicana) has accepted the invitation of the A. F. of L. to meet in international conference on November 13 next. The Confederacion was established last May and is the first national movement of Mexican trade unionists.

In accepting the invitation the southern workers present a program for the conference, in addition to the discussions suggested by the A. F. of L.

The new proposals include the appointment of one or two Mexican trade unionists "with residence in the United States near the A. F. of L. and upon whom should devolve the duty of organizing and watching the interests of Merican workers living in that country, in co-operation with the A. F. of L."

It is suggested that both organizations appoint representatives in border cities "so that they see to it that workers going from one country to another should be the object of attention which they undoubtedly deserve"; that every aid be assured Mexican workers who would join trade unions in the United States, and that the M. F. of L. join with the A. F. of L. in sending representatives to South America to acquaint workers with the proposed plan of Pan-American solidarity.

The A. F. of L. plan to invite President Wilson and President Carranza to the conference is approved. "The presence of these officials," it is stated, "will mark a precedent which will demonstrate that the influence of the two labor organizations has succeeded in bringing them together at the conference, so that they may obtain first-hand information of the aspirations and sentiments of the working people of their respective countries."

To "Dilute" Trades Is U. S. War Policy.

Jurisdiction claims and standards of competency of organized workers will be effected by the training and dilution service of the Department of Labor, which has perfected plans to "dilute" trades by the rapid development of workers who will be placed in war production.

Charles T. Clayton is director of this service, assisted by H. E. Miles as chief of training. The latter is a former director of the National Association of Manufacturers.

In explaining the theory of "dilution" Mr. Miles says:

"Dilution is simply the bringing into any trade that has been presumably adequately manned in peace times enough new people to offset the loss by draft and to produce the essential output required for the winning of the war. It means, also, the restricting of skilled workers to processes which only they can do and committing other elements to workers of lesser experience.

"Our man-power has been depleted. To supply losses of hundreds of thousands of skilled workers we must first promote every skilled man left so he may do the most difficult work within his ability. Second, we must bring into the factories men from the non-essential trades and obtain from them the highest service they can perform. Third, we must bring in women to supplement but not supplant men. The factories in England and France have been operated for the last four years mostly by old men, by men unfit for war and by women.

"The imperative need now is that every manufacturer shall realize that he must train new hands. The time has gone by when any factory can hope to replace skilled men by others already skilled, and each must provide experts to teach the recruits who will be called to fill vacancies."

Copper "Patriots" Hit Hard in Arizona.

The employment bureau of the "Loyalty League" has been put out of business by an order issued by Thomas J. Croaff, Federal Director of the United States Employment Service in Arizona, who rules

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Swiss labor has succeeded in obtaining fair representation on a special commission for food control, and in securing revision of the rationing and distribution of food, according to an announcement by the Swiss Federal Council. The Council has also promised to prosecute profiteers and to make provision against a coal shortage. Arrangements have also been made for loans for the construction of improved dwellings for workmen.

At the annual conference of the Amalgamated Union of Operative Bakers and Confectioners in London a resolution was adopted pledging support of the national demand for a £3 minimum and forty-eight-hour week, and calling upon all bakery and allied workers to join the union in order to secure their demands. It was stated by the general secretary that if the demand was not conceded, upon a given day the members of the union in England and Wales would cease work.

Mr. J. N. Bell presided at a delegate conference held recently at Scarborough, England, when it was decided that for trade union purposes the Workers' Union, National Amalgamated Union and Municipal Employes' Association should amalgamate. It was agreed that another conference of the three executives would be held at York to lay down the basis of the rules upon which the new organization will be run. The new organization will have a membership of 500,000.

So important is the mining industry to the success of the war that, according to word which has reached the Department of Labor, the British Government plans to return 10,000 miners to their work, releasing them from the army. These men entered the military service voluntarily or under the conscription act, but because of the urgent need of their services at home they will be sent back to the mines. Great Britain, according to some indications, is in danger of a coal shortage, and efforts are being made generally to speed up production. The output per man in England is not, from figures at present available, so good as in this country, where more coal has been mined than ever before despite depletion of labor power through enlistment and the draft.

Labor is showing its power against Germany both in Belgium and in the Ukraine, according to reports that have reached the Department of Labor. Not all of these have been verified, but it is pretty certain that large numbers of Belgian workmen have refused point-blank to do any work for the occupants of their nation, and now similar word comes from the Ukraine, where apparently a condition approaching the general strike is existing. The railroad men, it is reported, have walked out by thousands at the instance of agitators, who call upon the men to refuse to work in order that Germany may not ship food and other supplies away from their own country. The strike organizers have spent, it is said, 10,000,000 rubles in anti-German propaganda. The peasants are no better pleased than the railroad workers by the German occupation, and are reported only awaiting a favorable opportunity for revolt.

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Andresen, Hans	Hoek, A.
Aalto, Harry	Kakanson, Axel
Anderson, Sven	Hammarquist, Gust
Breien, Hans	Hausman, Charles
Blecha, Alf	Hoel, Jack
Bergh, Borge	Halvorsen, Harry
Clay, Henry	Hanson, Aug. -1134
Collins, Ed.	Irmy, Fred
Eklund, Swen	Johnson, Ole
Ellingson, Billy	Johnson, Chas. A. -2044
Folvig, Ludvig	
Fosberg, Leonard	Jonassen, Johannes
Flotman, G.	Jacobsen, Telegram
Frost, Peter	Johansen, Fred
Gundersen, Fred	Johansson, A. -1874
Grassen, Joe	Johansen, C.
Galleberg, Martin	Jensen, Just. H.
Gunerud, Thorvald	Koff, Michael
Goffie, Le Wm.	Kruger, G.
Holmstrom, Fritz	Kallas, M.
Holmstrom, Hjalmar	Letchford, A.
Hansen, Adolph	Lechemus, Bill
Hakanson, Axel	Lill, Karl
Larson, Gust.	Petrow, Fred
Lyngnes, Chris	Petersen, Aage W.
Louis, Jose M.	Quinn, Wm.
Miller, John	Raaum, Harry
Mourice, Francis	Rytko, Otto
Monson, Chas. C.	Rasmussen, J. A.
Nordling, Frank	Shlieman, F.
Nurmi, Taini	Stringer, E.
Norstrom, Hans	Seppel, P.
Nelson, D. -1099	Solvin, O. E.
Olsen, Ole W.	Steen, Ivar
Olsen, Andrew	Suni, A.
Pederson, Carl	Salo, Oscar
Pitkin, V.	Terkki, Arthur
Peterson, K. E. -903	Thornlund, John N.
Pederson, John	Williams, Edward A
Peterson, Hugo	Warkala, John
Paterson, C. V.	Yeoman, W. E.
Pelz, Fritz	Zunderer, Theo

IMPORTANT MAIL QUESTIONNAIRES.

Anderson, Jack John	Lonnquist, John Victor
Clifford, Arthur R.	Nilson, Nils Edward
Danful, Albert	Sandstrom, Oscar H.
Haggeros, Samuel	Vestergaard, Thomas
Kalnin, Edward	

NOTICE.
Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

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INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Pacific Coast Marine.

Captain J. M. Scott of Mobile, Alabama, is visiting San Francisco and looking after the interests of his vessels plying offshore from this port.

Although newly-built steamers at Portland are being fitted out as fast as possible, there are now sixty-five such vessels being built at Portland and at Astoria. All but six of them are wooden craft. It is expected the craft will all be in commission within the next sixty days.

Considerable increase in activity in lumber shipments to the Orient has come into evidence from Portland of late. Within the past month five cargoes have been dispatched to Shanghai, aggregating 6,000,000 feet and of the value of $187,000. There is considerable activity in lumber shipments to the west coast.

At a recent regular meeting of the Port of Seattle Commission the auditor submitted a report showing the net profits of the public terminals for the first nine months of the year to be $382,361. The commission received a communication from the Pacific Coast Association of Port Authorities relative to the fixing of uniform port charges, which was held over for further consideration.

The steel steamship "West Elcasco," another Skinner & Eddy product, launched September 21, had a successful trial trip over the regulation course on Puget Sound during the past week. She is the twenty-second vessel delivered to the Shipping Board by the shipping plant, and is the first vessel completed at the old Seattle Construction plant since consolidation. It required eighty-six working days to complete this craft.

What is believed to be the largest sailing ship ever built in the Puget Sound section, the 3500-ton five-masted schooner "Bright," was launched by the National Shipbuilding Company during the past week. She was originally designed as an auxiliary power craft, but difficulty in securing engine deliveries resulted in the change before launching. Mrs. Loren Grinstead acted as sponsor. The vessel was built for Fritdjof Bryde of New York.

The six boilers of the ill-fated San Francisco and Portland steamship "Bear" arrived at San Francisco during the past week on the deck of the motor-ship "Alabama." Captain Ayers had made a good job of stowing the forty-ton bits of metal away and he said that he was quite certain that there would be no shifting during the voyage to Shanghai. In addition to the boilers the vessel had about 600 tons of general freight taken on at Eureka and after loading a bit more at San Francisco will go to Portland and complete with lumber for China.

The tug "Hercules" of the Rolph Coal and Navigation Company's fleet sailed for Unalaska during the week and upon arrival in the Far North will proceed to tow to Seattle the bark "W. B. Flint" of the Libby, McNeil & Libby cannery fleet. The "Flint" was en route from Bristol Bay for Puget Sound when a terrific storm was encountered and the vessel was partly dismasted. Badly crippled the vessel was anchored off Unalaska and only the skipper and a few of the crew are standing by waiting for the "Hercules." The rest of the crew have made their way to Seattle on the Pacific Steamship Company's steamer "Admiral Watson." The "Flint" is loaded with canned salmon.

That there is plenty of work ahead at the Rolph shipyards on Humboldt Bay is evident from the fact that seven ways there are occupied by vessels under construction, and five more vessels are in sight. On the ways now are the hulls of two barkentines of the "Conqueror" type and five Emergency Fleet steamers of the Ferris type. Three more Ferris steamers are to go down when the ways are vacant, and in addition two sets of ways are to be built for the two ocean-going tugs that will be built at the yards for the Rolph shipping interests. At the Hammond yards all four ways are occupied by Ferris type steamers, and contracts are on hand for three more. Three already have been launched.

Three hundred and forty-three people, most of them outbound Alaskans and residents of the Yukon territory, lost their lives when the Canadian Pacific Steamship Company's passenger steamer "Princess Sophia" was picked up by storming winds and waters, dragged across Vanderbilt Reef, and dropped to the bottom of Lynn Canal, an arm of the Inside Passage, not far south of Skagway, Alaska. "No survivors," read a wireless from Juneau, Alaska, telling of the loss. The loss of the "Princess Sophia" with all aboard is believed to be the worst marine disaster in the history of the Pacific Coast. The vessel, 2320 tons gross, has been plying in Western Canadian and Southeastern Alaskan waters since she was built in 1912.

The history of sailing ship disasters on the Pacific for the year 1918, which has totaled eleven craft thus far, was added to during the week, when a report was received from Honolulu announcing the locatiion of another wreck. The advices were sent on by the captain of the British steamer "Coolgardie," en route from Sydney to San Francisco, the steamer making a call at the Hawaiian port. The wreck of a sailing vessel, presumably a schooner, was sighted on Enderbury Island of the Phoenix group, situated in latitude 3.10 south, longitude 17.10 west. There was no indication of life on the craft and nothing to indicate the identity. An effort was apparently made to collect data, but without result.

According to the official log of the ill-fated schooner "Ethel Zane," wrecked during a typhoon 350 miles off Guam July 19, Captain Charles Backus and his crew of eight men, after enduring terrible hardships and starvation on the water-logged craft for four days, came within an ace of being left to die by Captain Wilhelmsen and crew of the "Arapahoe," because the men on the rescue vessel believed a burning flare had been sent up by a German raider. The log was brought to San Francisco by Captain Backus himself, who arrived with his entire crew, with the exception of Second Officer H. Walberg, who was left critically ill at Manila. Backus expressed his appreciation over the treatment accorded the shipwrecked men by the commander and officers of one of the Government steamers who were responsible for their safe return to the Pacific Coast.

The steam-chooner "Newburg," recently wrecked near Point Reyes, Cal., is now lying partially submerged and has settled down a considerable depth in the sands. Pumps will have to be set to work to remove the water to make resurrection possible. The "Newburg" was the property of the Richardson Company of San Francisco at the time she was wrecked. The first attempt to salvage her failed, the propeller of the steamer "Brunswick," which went to Bodega for that purpose, being damaged by the hawser used in the first pull on the derelict. The Red Stack tug "Sea Queen" then went out and towed the "Brunswick" back to San Francisco. The "Arctic" is now engaged in salvage work. The "Newburg" was sold by the underwriters to the Union Lumber Company.

A report generally accepted in shipping circles as confirmation of the belief of the loss of the Gulf Mail steamer "San Gabriel" was received, when the British steamer "Tahchee," Captain McKay, arrived from Balboa. Captain McKay said that on October 15 he sighted what appeared to be the cabin of some vessel floating off the coast of Mexico in latitude 20.15° north and longitude 108.09 west. The steamer did not go close enough to make an identification of the derelict cabin, but it is believed that the flotsam can only be a part of the superstructure of the "San Gabriel." It was sighted due south about seventy miles from the position where the Gulf Mail vessel was last reported, under full steam, with her whistle blowing a call of distress. The "San Gabriel" was last reported in distress on September 17, and as more than one month has elapsed since then, this is taken as an indication that the craft may have turned turtle during the cyclonic storms sweeping the coast of Mexico at that time.

In pursuance of a recent act of Congress providing for the appointment of an additional supervising inspector, the first supervising district, formerly embracing all waters and rivers of the United States west of the Rocky Mountains and the Hawaiian Islands, has been divided into two supervising districts, namely, the first and eleventh districts. The new first district embraces the former local inspection district of San Francisco, Cal.; Honolulu, Hawaii; Los Angeles, Cal.; and Portland, Ore., with the headquarters of the supervising inspector of the first district remaining at San Francisco, Cal. The eleventh district embraces all United States waters in the Territory of Alaska, and all waters under the jurisdiction of the board of local inspectors at Seattle, Wash., and includes the local inspection districts of Seattle, Wash., and Juneau and St. Michael, Alaska. The headquarters of the supervising inspector of the eleventh district are at Seattle, Wash. William Fisher, formerly local inspector of hulls at Seattle, Wash., has been appointed supervising inspector of the eleventh district.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

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27 Wickenden Street

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(Continued on Page 11.)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, OCTOBER 30, 1918.

A VOICE FROM HONGKONG.

One of Mr. Robert Dollar's henchmen in the Orient, Mr. Ray E. Gunn of Hongkong, has just unbosomed himself regarding the superior merit of Chinese crews.

Says this admirer of cheap Asiatic labor:

If a master has once sailed with a Chinese crew, that is, sailors and firemen, it is seldom he wants to go back to a European crew. The master of a Danish ship, who was making his first voyage with a Chinese crew, told me that his ship had not been in such good shape for a year, and that not one time had the steam been down, whereas in former days it was a continual quarrel with the firemen to keep up sufficient pressure. On the voyage across the Chinese had chipped decks, painted the houses and gear and had kept the ship washed down, all of which tends to lengthen the life of a ship.

In comparison with the wages of $75.00 gold per month plus overtime which the American sailors get, the Chinese sailors get from $15.00 to $30.00 (silver) per month and no overtime, and they give better service. It is the general report of passengers that they much prefer the Chinese cabin boys to the European.

It is well for a statesman whose boots have never been free from the dust of terra firma to stand amid the waving corn fields of the Middle West, and there prepond theories of Oceanic shipping. It is good campaign stuff, but when it comes to putting these theories into action and staking the future of a nation on them, it is a different proposition. A steamship is not run on theory or sentiment.

"The future of the nation?"

What profound interest can this champion of coolie labor have in the future of the nation?

What does he mean when he boldly and brazenly suggests the substitution of Chinese for American seamen?

Does he not openly insinuate that the Americans now manning our proud Navy and our ever-growing fleet of supply ships are unfit for sea service in the strenuous times of peace?

Yes, he suggests all this and more. But worse still, several so-called patriotic American newspapers have with apparent approval printed and reprinted his libelous and un-American screed.

What a relief to turn to some recently published expressions of deep appreciation for services rendered by American seamen. President Wilson, Secretary of the Navy Daniels, Chairman Hurley of the U. S. Shipping Board, have each been quoted in these columns heartily commending the loyal and patriotic work of American seamen, both in the Navy and the Merchant Marine.

More recently the British Navy League, on the occasion of the annual celebration of Nelson day received some messages, most pertinent to the subject under discussion, from the leading men in the empire.

"On the courage, skill and endurance of British seamen depend and always have depended the issues of the great war," wrote A. J. Balfour, Secretary of State for Foreign Affairs.

A message from Sir Douglas Haig, commander-in-chief of the British armies in France, read:

The heart of every one in the British army goes out with mine to all officers and men of the royal navy and mercantile marine. Words fail me in expressing adequately the gratitude and admiration for our comrades of a sister service. Thanks to their triumphant efforts, we remain mistress of the seas, and supplies of all kinds, not merely for our vast empire, but also for our allies, have never for a moment ceased to flow.

Admiral Viscount Jellicoe wrote:

It is sea power alone that has made it possible to bring to and maintain in the main theater of the war on the western front that great United States army which has turned the scale of battle. It is sea power also that has made possible the recent great victories in Palestine and Macedonia.

True and appropriate, every single word!

Yet "American" newspapers shamelessly print the vaporings of Mr. Dollar's hired man in Asia heaping fulsome praise upon the heads of Chinese seamen at the expense of their own countrymen. Truly, America's future would be dark if her statesmen had not long ago seen through the shallow, selfish plea of the "Dollar" patriots.

The future of America will be made secure by Americans and not by whining satellites of Mr. Dollar. Any other reply to the scurrilous screed from Hongkong would be dignifying the man who tried very hard to read and interpret his master's voice.

NO SCARCITY OF OFFICERS.

The problem of finding a sufficient number of American officers for the vast new Merchant Marine of the country has been solved. At any rate, such is the formal announcement of the United States Shipping Board.

The number of Americans skilled in seagoing, and competent to serve as deck officers, or having mechanical knowledge fitting them to become marine engineers who have come forward in response to the Board's calls for officers, has astonished the most sanguine prophet in the Shipping Board's recruiting service.

In anticipation of the demands for officers for the new merchant fleet, this service began training officers in June, 1917, at navigation and engineering schools established for the purpose. The goal of the service was then to secure 10,000 students for these schools in eighteen months. This total was passed early in September, and the total has since reached 11,000.

In addition, it was announced that so many former skippers of all degrees—including some genuine old hardshells, have quit jobs ashore to respond to President Wilson's call of October 1 for their services for the Merchant Marine, that the Shipping Board found it necessary to issue a special bulletin for their benefit.

It has been found that on reading the stirring words of the President, giving the reasons why experienced mariners should now return to the sea, many old-time salts dropped everything at home, and shaped a course for Washington, or the nearest seaport, with the expectation of immediate employment afloat. Not all of them could be placed on such short notice, hence the Shipping Board's bulletin, which is as follows:

Former seamen engaged in occupations ashore, who may wish to respond to the President's call of October 1, are requested to send their names, addresses and description of any licenses or discharges they may hold, to national headquarters of the U. S. Shipping Board Recruiting Service, Custom House, Boston, Mass.

These volunteers for sea service are particularly requested not to leave their present occupations or their homes in anticipation of employment in the Merchant Marine, until they hear from the Shipping Board, through its recruiting service.

At present there is a need of merchant captains, and former captains retired or actively engaged in mercantile pursuits, are requested to forward their addresses without delay. These addresses will be placed on file, and will be drawn upon as the recruiting service requires captains for positions on ships of the Merchant Marine.

Chairman Hurley, of the Shipping Board, remarked that while many additional captains would be needed for the new ships of the Emergency Fleet, they were not all wanted at once.

WELL FINANCED OPPOSITION.

The commercial insurance opponents of social health insurance are waging a vicious and desperate campaign in California against the proposed constitutional amendment which, if adopted, would make it possible for the next Legislature to enact workmen's health insurance legislation.

The California State Federation of Labor as well as the State Building Trades Council are working for this legislation, unanimously proposed by an official commission of investigation appointed three years ago by Governor Hiram W. Johnson. The measure is also endorsed by the State Board of Health and by numerous civic clubs and nursing associations. The support of all these influential bodies should assure its success. Yet, the sponsors of this amendment scarcely hope for victory at this election, because never in history has there been a better "financed" opposition.

The commercial insurance companies have combined house to house canvassing methods with their wide and costly control of publicity and absolutely not a thing has been left undone that might help in the defeat of this enabling act.

California is the first State to put to a vote the question of authorizing the Legislature to supplement its workmen's compensation law by a sickness insurance measure. And if the commercial insurance interests prove powerful enough to influence an adverse decision in the face of the State's official recommendation backed by organized labor, it will mean defeat in the first large-scale test of labor's aspirations for genuine social reconstruction. In addition, it will mean that the old fight which was necessary in order to secure compensation for industrial accidents must be repeated before the benefits of workmen's health insurance can be made available.

It is not to be expected that a child brought up under the restraints of factory labor will develop a very high regard for liberty of any kind.

IMPROVED CARGO-HANDLING.

In an effort to speed up the loading and unloading of our ships in port, representatives of the country's manufacturers of handling machinery held a meeting in the office of the Port and Harbor Commission of the United States Shipping Board recently and appointed subcommittees to study the question of cargo and coal handling machinery.

New cargo and bunker coal handling machinery or new adaptations of the machinery now being used at the ports is considered by the Commission the most likely means of cutting down a ship's "turnover." The active ports of the Old World have developed many of these devices, some of which are of American invention, and it is due to them that the capacity of the port is increased and cargoes handled quickly and cheaply. Now is the time to make our ports as efficient as any in th eworld, and to benefit by the experience abroad. The aim should be to bring the standard of efficiency for machinery for handling general cargo and bunker coal up to the standard reached by the ore and coal handling machinery of the Great Lakes and elsewhere in the United States which is of American invention and admittedly the most efficient in the world.

American manufacturers and those engaged in marine transportation have been invited by the Port and Harbor Facilities Commission to make a careful study of our entire port situation to the end that possible new and ingenious methods of handling cargo and coal may be developed in conjunction with the best arrangement of piers, warehouses and other terminal facilities.

Improvements, particularly in machinery, are desired now not only to expedite the movements of supplies to our armies in France but also to our merchant marine ready to meet the keen competition that will follow after the war.

SHIPS OPERATED BY NAVY.

In order that Congress and the country might have full and detailed information concerning the operations of the Navy the Chairman of the House Committee on Naval Affairs recently inserted a statement in the Congressional Record, prepared by the chiefs of the several bureaus in Navy Department, showing the work and the operations of the U. S. Navy in connection with the war.

Under the caption "Ships Operated by the Navy," appear the following interesting data:

In battleships, cruisers, gunboats, destroyers, mine ships, submarines, submarine chasers, torpedo boats, and auxiliary ships the Navy is now operating a total of about 570 regular naval vessels.

In addition, it is operating 93 vessels drawn from the Coast Guard, the Lighthouse Service, the Coast and Geodetic Survey, and the Fish Commission.

Further, the Navy is operating a fleet of 937 converted merchant vessels, comprising troop transports, mine sweepers, repair ships, tenders, hospital ships, yachts, tugs, and fishing vessels for distant patrol service, and yachts, tugs, and launches in similar service in the various naval districts on our coasts.

And, finally, it is now operating for the Army and Navy 247 vessels of the naval overseas transportation service, with 112 more to be commissioned shortly.

These various items make a grand total of 1959 vessels on a naval contribution to date to the allied forces waging the world war.

THE RIVETLESS STEEL SHIP.

Long Cherished as a Dream, Noted Experts Now Pronounce It Practicable—Small Rivetless Boats Doing Service.

The building of a steel ship in three-quarters of the time and at three-fourths the cost heretofore necessary—this is the latest revolution promised in the sphere of shipbuilding.

Instead of the long-prevailing, laborious and expensive method of riveting, successful experiments indicate that steel ships can be put together by the simple process of electric welding.

After exhaustively investigating electrical welding the Electrical Welding Committee of the United States Shipping Board Emergency Fleet Corporation is so well satisfied as to the practicability of this process, that it has formally urged that a 9300 deadweight ton ship be built by electrical welding. This recommendation has not yet been approved because of the general sentiment among the body of experts that a smaller ship should be first constructed. Meanwhile, there is about to be built for demonstration purposes at the yard of the Federal Shipbuilding Corporation at Kearney, N. J., a 42-point electrically welded midship section of a 9600-ton ship. The methods of assembling and welding to be used on this section are due to A. J. Mason, Consulting Engineer for the United States Shipping Board and member of the Electric Welding Committee.

But there are electrically welded vessels already in operation and giving good service. They are small, it is true, but they definitely establish the principle. When in June, 1918, there was launched in England a 275-ton barge built as a demonstration of what could be done by constructing wholly of electrical welding, the claim was made that this 'was the first electrically welded boat ever built.

But to America belongs the credit of the first vessel put together by electrical welding. Several years ago Mr. Geary, of the Geary Boiler Works, at Ashtabula, Ohio, built a 60-foot tug by the welding process. It has been in service on the Great Lakes, and has given great satisfaction. So far as the Electric Welding Committee knows, this is the first electrically welded vessel of any size built anywhere in the world. The welded barge that England built has also shown good results. It has been across the channel several times in stormy weather and has given no evidence of leakage or other trouble. So successful has it proved that England is now building a 1000-ton power ship largely to be electrical welding.

Many are the advantages that an electrically welded ship is regarded as having over the riveted ship. In a 5000-ton ship about 450,000 rivets are used. A 9500 deadweight-ton ship requires 600,000 or 700,000 rivets. By the welding process the saving in labor on the minor parts of a ship is reckoned at from 60 to 70 per cent. On the hull plating and other vital parts, the saving in labor, cost and time of construction by welding is conservatively placed at 25 per cent. Moreover, welding means a considerable saving in weight. By not having to use rivets, the saving in weight on the hull of a 9500-ton ship would be 500 tons, and the ship could thus carry 500 tons more cargo.

These are the estimates of the Electric Welding Committee. Professor Comfort A. Adams, chairman of this committee, is one of the most noted electrical engineers in the country. On the faculty of Harvard University and the Massachusetts Institute of Technology, he is also chairman of the Electrical Engineering Section of the National Research Council and President of the American Institute of Electrical Engineers.

For doing the work of riveting great physical strength is needed. But welding can be done by women as well as men. Even one-armed men can do welding. With the new draft calling out a still greater proportion of America's man power, the adoption of the welding process would thus insure a much larger radius than now from which to draw the labor needed to build our ships. In fact the new big shipyards haven't nearly the quota of riveters they need. Under the welding process both men and women can be brought in. The men who are now riveting can easily be transformed to welders. To train a welder requires about the same time as to train a riveter.

That electrical welding will some day largely replace riveting is the judgment of the Electrical Welding Committee, composed of eighty-two of the leading experts in both the electrical and metallurgical branches of the welding field. At the request of this committee, Captain James Caldwell, R. E., Deputy Assistant Director of Materials and Priority for the British Admiralty, was recently sent over to co-operate with the committee, study the process of welding here and give the committee the benefit of Britain's experiments. Captain Caldwell's report is highly favorable to electric welding. The Electric Welding Committee and Captain Caldwell agree upon these points:

That electric welded ships can be built at least as strong as riveted ships.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Oct. 28, 1918.
The weekly meetings are postponed in compliance with the order as issued by the San Francisco Board of Public Health forbidding all public gatherings as a precautionary measure against the spread of Spanish influenza.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Oct. 21, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 21, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 21, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 21, 1918.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 21, 1918.
No meeting; no quorum. Shipping slack.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Oct. 21, 1918.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Oct. 21, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 14, 1918.
Shipping good; prospects fair.
R. H. BLACKWOOD, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 24, 1918.
The regular weekly meetings are postponed in compliance with the order as issued by the San Francisco Board of Health forbidding all public gatherings as a precautionary measure against the spread of Spanish influenza. Shipping is fair; plenty of men ashore.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 17, 1918.
No meeting. Shipping fair; shortage of men.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

San Pedro Agency, Oct. 16, 1918.
No meeting. Shipping good; no members idle. Quarantine in effect prohibiting any meeting and gatherings of any kind.
HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ Sixth Street. Phone, Home 115; Sunset 66 W.

DIED.

The official list of deaths will be found on page 11.

"The entire difficulty with leaky wooden ships built on the Pacific coast, according to the shippers, is that logs fresh from the forest are cut into planks and immediately screwed into place in the hulls of new ships. Another criticism extended to the wooden ships is that owing to the elimination of the successful type of many years ago, the new craft fail to make the required time while steaming and are often unmanageable, even in calm weather. The port captain of one concern now operating the Ferris and Hough type of wooden vessels said that in some instances it has been necessary to recalk hulls of steamers after a single voyage of less than 5000 miles. The proposed elimination of engines for the wooden steamers is expected to speed up the work of installing machinery in the steel ships, as all of the energy of the engine builders will be devoted to supplying the necessary equipment for steel ships.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Reconstruction problems are beginning to engage the attention of the American Federation of Labor, now that the end of the war is in sight. In view of the prospect of an early Parliamentary triumph by the labor movements of England, France and Italy, as well as by the working class in Germany, this does not come as a startling bit of news. On the face of the political map the American labor movement stands to have less influence in the making of national legislation in the coming two years than does the labor movement of almost any other first-class nation.

Yet so little discussion of after-the-war conditions has been had in this country that even the modest proposal to-day of a few fundamental conditions for the wage workers, during the next few years, seems to be resented by the anti-labor lobbies that eat their $4 meals in the chief hotels of the city of Washington.

Henry Sterling, who has come to the Legislative Committee at American Federation of Labor headquarters after fifteen years of lobbying at Boston for the Massachusetts State Federation of Labor, points out that after all the wage worker has a vital concern in this business of reconstructon. The labor movement has grown up to voting-age, so to speak, during the war. It represents the element that will suffer most from any bungling of the job of reconstruction. If millions of men are discharged from the Army and Navy in the next two years without any provision being made beforehand for their getting jobs, or if men unfitted for farming are planted on the land, these mistakes will bring suffering to all with whom these discharged soldiers and sailors must compete for jobs, and to all who must buy the products of farms that are not efficiently operated.

So, during the coming session of the outgoing Congress, the Legislative Committee of the Federation, along with the Legislative Committee from the Railroad Brotherhoods, will watch with keen interest the fight between the Republicans who want to put a bi-partisan committee of the Senate and House in charge of all reconstruction plans, and the Administration, which wants to establish a Reconstruction Commission, which would be named by President Wilson. Organized labor is not at all pleased with the Republican scheme. It knows that the bipartisan joint committee would be run as a sort of political joint debate, which would give no show at all to real reconstruction such as the labor movement demands. President Wilson, on the other hand, would name a commission that would perform its task, probably, as well as the Industrial Relations Commission, the Federal Trade Commission, or the National War Labor Board have performed theirs.

For example, there are the merchant marine and the new Government shipyards. The politicians want to sell them. Organized labor sees a chance of getting a better wage standard, better hours, better conditions in every way, through having the Government operate its own steamship lines, its own docks, its own shipyards. When the war is past the issue must be fought out. The organized employers are going to demand that the Government sell its properties. At the same time they will demand the abolition of the rules for American industry set by the War Labor Board. Labor will be in a dangerous position if the employers gain both points.

Government operation of railroads will proceed for twenty-one months after the war, but then it will stop unless Congress shall vote to continue it. The Brotherhoods and the Federation men employed in the Railroad Service are not at all convinced that Government operation has brought the millennium, and certainly they have been very resentful of the order issued by the Director General forbidding them to exercise the right of running for political office, but still they do not want to go back to the old scheme. They are going to have something to say to Congress, when the return of the roads to private hands is threatened.

What shall be done in order to fit the returned soldiers and sailors, after the war, into the most appropriate jobs in American life, is a question that the Labor Legislative Committees have not yet really tackled. They are studying the plans drafted by British and Australian labor, and the proposals made in France and Italy, but since American conditions are unlike the conditions anywhere else, the question cannot be answered so easily.

For one thing, they are favorable to a constructive scheme of improving the arid lands, the swamp lands, and the cut-over lands, and the making of great numbers of farms, ready and equipped for use by practical farmers when the farmers take off the khaki or the navy blue. The more real farmers are helped to start raising food, the easier will be the living problem for city workers, and the greater will be the incentive to Congress to meet the industrial problem in the same big constructive way. If Congress is to prepare farm jobs for soldiers after the war, then Congress can prepare shop jobs for shop men. Once get the thing started and a nation-wide program of common-sense demobilization, without any unemployment panic, will be developed.

In the meantme, Sterling and his associates are going to try to clean up the legislative docket by pushing to passage four labor bills—the Nolan-Johnson minimum wage bill for Federal employes, the Keating child-labor bill, the Booher convict-labor bill, and the McKellar retirement pension bill for Federal employes. These measures really belong to the period before the war, when the labor movement was thankful for anything at all at the hands of Congress. They are extremely conservative by comparison with the labor legislation that is being drafted for most of the parliaments of Europe to-day—but for lack of labor men in Congress they are the best that can be put through.

More labor members are needed for the new Congress to be elected on November 5th. Secretary Morrison has sent out to a great many Congressional Districts, East and West, the labor records of Congressmen who are running for another term. A few of these are excellent; most of them are bad. Yet every possible influence has been brought to bear, the legislative agents of the Railroad Brotherhoods say, in many of the districts, to split the labor vote by false issues that will serve the purpose of the enemies of organized labor. Some of the best labor centers in the country are possibly going to assassinate labor candidates next month. The tragedy of it is that after all it is the labor movement that is stabbed, not the labor candidate. He will get a job and stay in the movement, but there will be one more anti-labor vote in the House, and in committee of the House, during the two most important years since the Republic was founded.

* * *

The Women in Industry Section of the Department of Labor has drafted a series of recommendations as to labor conditions for women employed on war work. The recommendations are the outcome of the recent conference of women in industry, called by Miss Mary Van Kleeck, director of the section. When approved by the Labor Policies Board they are to be made an order by the Secretaries of War and of the Navy.

Work after 10 p. m. and before 6 a. m. is to be discouraged. Wages are to be based on the reasonable comfort standard of support for a family, rather than of the one worker alone. For doing the same work, women are to get the same pay as men. Where the employer claims that the work done by women is different than any done by men, he must prove that his wage to women equals the labor cost required if men did the job. Hours are fixed at eight, preferably, and all State restrictions upon hours are to be enforced; but in any case not more than ten hours can be worked in any day, including emergency overtime.

* * *

Chester M. Wright, of the Alliance for Labor and Democracy, corrects the statement made in this correspondence that he is private secretary to Samuel Gompers and assistant editor of the Federationist. He is only temporarily the assistant editor, and intends to return to New York upon Mr. Gompers' return from Europe shortly. No private secretary has been chosen to succeed Miss Florence Thorne, resigned to enter the Labor Administration. Wright occupies Miss Thorne's office until the head of the Federation shall return.

* * *

Sylvester J. Konenkamp was re-elected president of the Commercial Telegraphers' Union, at their biennial convention here last week. About forty delegates were present. New members are being enrolled at the rate of 1000 a month. A committee was chosen to remain here for further attempts to get the Postmaster General to order the reinstatement of men locked out in Seattle and other cities, and to induce him to deal directly with the chosen representatives of the telegraphers.

It developed at the convention that the Western Union Telegraph Company's private organization of its employes is pretty completely officered by members of the Commercial Telegraphers' Union.

Representative Mudd of Maryland said in the course of a heated argument about the Liberty motor: "We don't know the whole truth yet, and from half-truths optimistic and pessimistic conclusions can with equal justice be drawn. This brings you nowhere. It's like the two clubmen. 'Marriage,' said the fat, optimistic clubman, 'is a preventive of suicide.' 'And suicide,' said the lean, pessimistic clubman, 'is a preventive of marriage.'"

U. S. ADJUSTMENT AGENCIES.

In this statement is detailed the aims and scope of each Government agency. The first one taken up is the Shipbuilding Labor Adjustment Board or more commonly known as the Macy Board.

This board deals exclusively with adjustments of wages, hours and conditions of labor (a) in the construction or repair of those shipbuilding plants for which funds are being provided by the United States Shipping Board Emergency Fleet Corporation or the Navy and (b) in the construction or repair of ships which is carried on under contract with the Emergency Fleet Corporation or the Navy, exclusive of work being done in the Navy yards. The board has its own examiners in all districts where shipbuilding is carried on. In yards that do not deal directly with the union shop, committees are provided to consider grievances.

The National War Labor Board, or more commonly known as the Taft-Walsh Board, was formed by presidential proclamation to settle industrial disputes that threaten delay of war material production. It will not act in cases that are within the jurisdiction of regularly constituted Government boards of arbitration and conciliation operating in special fields, and reserves the right to decide what cases are of sufficient importance to demand attention. The assistance of the War Labor Board should be requested only after every other means of arbitration shall have been invoked.

The Bureau of Conciliation and Mediation was organized to supply mediators in industrial disputes. If a mediator is unable to bring disputants together, he may report the facts and recommend action by the War Labor Board.

The National Adjustment Commission handles longshoremen's disputes; the Railway Board of Adjustment No. 1 takes care of cases arising in engine, train and yard service; Railway Board of Adjustment No. 2 handles cases arising in railway shop matters.

The Cantonment Adjustment Commission functions in cantonments and other army construction work; the Harness and Saddlery Commission adjusts labor disputes arising in the manufacture of harness and leather goods for the Army, while the Anthracite Conciliation Board handles labor disputes arising in the mining of anthracite coal.

L. C. Marshall, Director of the Industrial Relations Group, will assist employers and workers in referring disputes to the proper Government agencies for mediation or arbitration. Briefly the functions of the Industrial Relations Group are as follows:

Offers counsel and advice along the lines of scientific employment and administers draft deferments, transfers and similar matters relating to the handling of the personnel in shipyards.

The group offers expert assistance in all matters affecting the health and physical welfare of the workers in the shipyards. The Safety Engineering Section gives close attention to the matter of the safety of the workmen engaged in building ships and ship material. It is the function of the Education and Training Section to inaugurate training centers throughout the country where men may be trained for shipyard work, and men already in the shipyards may be given more advanced training. The Labor Administration Section is a department for advice and counsel in the proper handling of disputes between employer and worker. While not organized for the purpose of arbitration, this section is often able to counsel those interested in such a manner as to avoid loss of time through strikes or lockouts.

Copies of this leaflet may be had by addressing the Director of Industrial Relations Group, United States Shipping Board Emergency Fleet Corporation, 140 North Broad street, Philadelphia, Pa.

A THOUGHT PROVOKER.

Four years ago there began a war, apparently to decide whether a small country, Serbia, should be compelled to submit its police and judicial arrangements to the control of a large country, Austria. Before this war had continued many months, it had taken in the question whether British sea-power should be broken and replaced by German militarism; and now, at the end of four years, it has become a war to decide whether the world is to be ruled by the common-sense and common conscience of the masses of mankind, or by the haughty and lawless will of ruling-class bandits. And this change has come about in precisely the same way—because all over the world the peoples have been compelled by suffering and sacrifice to think as never in their lives did they think before. They have been saying to themselves, day and night for four years: What has caused this horror to break upon us? And what can we do to make certain that such a horror shall never break again?

All over the world the people are coming together, working out their common thought, gathering power in their purpose to profit by the lesson of this tragedy, and establish ordered justice in their affairs. And we who believe in Democracy, go on our way serenely through these days of torment and terror—because we believe and know that the masses of men and women are not fools, and that once awakened and made to realize, they will not fail to do the job which must be done. The workers of the great industrial nations, America, England, France, Italy, Germany and Austria, have printing presses, labor unions and political organizations, and are educating themselves in the questions of this hour. They are learning who are the intriguing statesmen and the greedy exploiters—not merely in other countries, but at home; they are learning who are the men of secret ways and selfish purposes; they are learning the difference between blind and vengeful and destructive hate, and a just and righteous anger, steeling a solemn purpose.

When the world-conference meets which is to settle this war, there will meet at the same time a conference of labor men and Socialists. No one will be able to prevent its meeting, to suppress its voice; and if there are any ruling-class statesmen in any land who still cherish the idea that they can carry on the old kind of knavery at this peace conference, let them forget it quickly—for if they persist they will cause a general strike that will extend round the world, and send them the way of the late Russian Czar. The people are going to settle this war on their terms of justice and freedom, because they have learned that otherwise this world is a place in which no people can live, in which no people's life is worth living.—Upton Sinclair's Magazine.

LINCOLN ON WAR CRITICS.

Lincoln was no enemy of worthwhile criticism. But when a man told him something was wrong, he wanted that same man to tell him also how to make it right. He always objected to criticism that was merely objection—the criticism of the professional grouch (of which we have plenty in the present war just as he had in the Civil War); and here is what he said to such critics:

"Gentlemen, suppose all the property you were worth was in gold, and you had put it in the hands of Blondin, the tight-rope walker, to carry across the Niagara River on a rope. Would you shake the cable and keep shouting out to him: 'Blondin, stand up a little straighter—Blondin, stoop a little more to the north—lean a little more to the south?' No; you would hold your breath as well as your tongue, and keep your hands off until he was safe over.

"The Government is carrying an immense weight in this war. Untold treasures are in its hands. It is doing the very best it can. Don't badger it. Keep silence and we'll get you safely across."

Demand the union label. If you are the right sort of a union man one suggestion of this sort is all that is necessary.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

that district "rustling" or employment recommendation cards "issued by any person, agency, league or association are prohibited."

When 1200 miners were deported from Bisbee, in July, last year, the "Loyalty League" was most active in this outrage and opened employment offices to which workers were compelled to go before they could secure employment. The league's test of patriotism, of course, is a worker's attitude toward trade unionism, which is classed by the "patriots" with all forms of direct action, sabotage and bomb throwing. In Globe the league's employment bureau has openly violated the Arizona anti-blacklist law.

Federal Director Croaff's order destroys this adjunct to the copper mine owners and hereafter employers must not advance pay or arrange for interstate transportation of labor except through the agency or with the consent of the United States Employment service.

"No form of blacklist must be established or maintained," the order continues. "Such practices are in violation of State law and contrary to the policies of the United States employment service."

THE SOLDIERS' MAIL.

The mail service of our army abroad has now been taken over by the army. It is handling a million letters a day that are received in France from this country, and about 300,000 letters a day that are mailed in France for soldiers in France. It has warehouses for sorting mail at French ports. It has railway mail clerks on some 2000 miles of French railroads. It has a central postoffice at Tours, permanent postoffices at various points, mobile postoffices right up to the firing lines, and mail orderlies attached to each company of troops.

In the past, when the mail service for the army was under civil control, great delays were caused in the delivery of mail by the necessary secrecy concerning troop movements. Now, under military control, all movements of the mobile postoffices are telegraphed in code to the distributing postoffices and the letters follow the soldiers as they march. All the hospitals notify the central postoffice of the identity of wounded soldiers received or transferred. The central postoffice works with the central Record Division of the Adjutant General's office where every soldier in the army is card-indexed, and 150 men are there constantly employed searching out addresses. A system has been devised by which delivery may be quickened to "replacement units" who have been scattered among widely separated troops. And various means have been found for overcoming delays due to lack of shipping facilities or congestion of mail at crowded posts.

It still remains true that mail for some 50,000 soldiers in France is delayed because the letters are inadequately addressed. In the future all such letters will be stopped at New York and returned to their senders. It is estimated that 300,000 letters a month have been delayed in the past because the men were in "replacement units." This "floaters' mail" is now being handled expeditiously. The delay due to censorship is not great and it is being reduced.

The army authorities are aware that nothing sustains the morale of a soldier like letters from home. The mobile postoffices now keep up with the troops; the mail is received with the rations at the kitchen; and the whole reorganized postal service is devoted to providing that the doughboy's letters shall reach him as promptly and regularly as his meals.—By Harvey O'Higgins, Associate Chairman, Committee on Public Information.

AFTER THE MOSQUITOES.

Mosquitoes are as great a factor in the destruction of shipyard efficiency and morale as an epidemic of disease, declares George J. H. Cushing, assistant entomologist for the State of New Jersey in a report to Col. Philip S. Doane, head of the Health and Sanitation Department, United States Shipping Board. His report states that the mosquito scourage as affecting New Jersey shipyards on the Delaware River is under control.

For several weeks Mr. Cushing with a corps of thirty men has been conducting a merciless offensive against the pests in the districts adjacent to three large yards, the New York Shipbuilding Company, the Pusey & Jones yard, at Gloucester, and the Camden Force Company. The campaign has also been carried into the district where Yorkship Village is being constructed. This model village will shortly house several thousand employees of the New York Shipbuilding Company and their families.

The campaign along the New Jersey Delaware River front is part of a nation-wide mosquito extermination movement which was launched some time ago by Colonel Doane.

"Before we started our war against the mosquito," said Mr. Cushing, "conditions were very bad in the New Jersey shipyards on the Delaware River. Swarms of mosquitoes descended upon night workers in particular and drove them from the ways. Guards on duty at night complained with increasing bitterness."

The loss of time involved is pointed out when from five to six thousand workers in a shipyard stop many times in a day to brush away mosquitoes and prevent their biting. "It is a fact," according to Mr. Cushing, that a driller, a reamer or a riveter does not return to his work with his accustomed vim after he has been bitten. His mind is on that stinging little bite and momentarily he expects to be bitten again. So here the matter of efficiency comes in. It is a fact that workers in a mosquito-infested yard are 50 per cent. less efficient than workers in a yard that is mosquitoless. Mosquitoes carry malaria, too, and an epidemic of malaria would be disastrous to any yard.

In the work of mosquito destruction, Mr. Cushing, who was loaned to the Emergency Fleet Corporation by the State of New Jersey, has proceeded against all breeding places in the shipyard districts, including swamps, woodland pools, rain barrels, catchbasins and pools around building operations. Thousands of gallons of oil and lavacide have been spread over streams and pools. The territory in which the campaign was carried on is five miles long and three miles wide.

It is the worker, not the voter, who governs the conditions of labor.

THE RIVETLESS STEEL SHIP.

(Continued from Page 7.)

That plans for ships designed to be riveted, can easily be modified so as to adapt them for extensive electric welding, and thus considerably save in cost and time for hull construction.

That ships especially designed for electric welding can not only be built at a saving of 25 per cent. over present methods and in less time, but a class of labor not now available for shipbuilding can be largely employed.

The coming in of the electrically welded ship is shown by the significanct action of Lloyd's Register of Shipping in England. It has taken a very active and progressive stand towards electric welding, and has spent large sums of money in experimental work. Recently Lloyd's issued provisional regulations under which they will separately classify ships built wholly by electrical welding.

Of course, there will be no sudden transition on a large scale from riveting to electric welding. Existing shipyards are equipped with apparatus for riveting. They will need time to adjust themselves to new conditions. Time is also necessary to get the welding machinery and teach operatives.

Of itself electric welding is not a new idea. In some industries it was in use a quarter of a century ago. A number of our railroad systems have used it to a large extent for repair work. Before the activities of the present United States Shipping Board began in 1917, little shipbuilding was done in the United States, and the few shipbuilders that we had mostly regarded the application of electrical welding to ships as more or less chimerical. There were some, however, who did dream of the era of the rivetless ship.

It has been the great war that has brought the electric welding of ships to the forefront. The repairing of the machinery of fifteen German and Austrian ships that were sabotaged in New York harbor in 1917 was done by electric welding, and done with great rapidity. It was the success of this operation that in part led to the appointment of the Committee on Electric Welding by the United States Shipping Board Emergency Fleet Corporation. In England not enough oxygen could be obtained to do the welding by the oxy-acetylene method. Electric welding was therefore resorted to, and it was found, on the whole, more satisfactory and cheaper for shipbuilding.

There are two kinds of electric welding. One process is that of arc welding—a process largely used in England. There is a wire about an eighth of an inch in diameter which is brought into contact with the work, and then pulled away far enough to form an arc. The wire is melted by the heat of the arc. In turn that melts the metal and fuses both the parent metal and the rod. The metal from the rod deposits in the joints and fills them up as though cast in them. This was the process used to repair the sabotaged German ships. To supply the requisite voltage and current, all that is needed is a simple machine nearby. The operator has only to hold a light electrode.

The other method is spot welding. This is a purely American process, and is applied to heavy plate work. A big, heavy apparatus is used to bring the plates together and squeeze them under a pressure of about twenty-five tons. Then an electric current is passed through the two plates from one electrode to another. This actually welds the two plates together. It is just like riveting except that there is no punching of holes and there are no rivets. The welding leaves a spot; hence the term spot welding. A spot can be welded in about fifteen seconds. "As far as we can see," said Professor Adams, "practically everything done on a ship by rivets can be done by large spot welding. We are now making experiments with a portable spot welder. But the natural field for spot welding is in the fabrication shop where stationary spot welders can be employed. This applies to all other structural steel work as well as to ship fabrication. The cost of the apparatus and power needed for spot welding is greater than for arc welding but the labor-saving in spot welding is very much greater, and the total cost of spot welding is much less than that of arc welding."

In order to solve the problem of cheap and efficient operation of ships after the war when the competition will become keen between all nations, shipping men will advocate that this Government take immediate action to make complete investigation into the merits of the internal-combustion engine. It will be proposed that the Government appoint a committee of expert engineers who will invesigate all of the existing engines, including the Diesel, and then attempt to build or create an engine superior to any existing. The shipping interests will advocate the adoption of a standardized type of engine that will be utilized for all American ships, each to be a unit that will correspond to the size of craft into which it will be installed. It will then be possible to construct these engines quickly, just as our present-day steel vessels are built, and the question of providing the machinery will be solved for the future.

SHIPPING FACTS AND FIGURES.

(Compiled by the Information Bureau of the United States Shipping Board; data revised up to September 1, 1918.)

Status of World Tonnage, September 1, 1918.

(Germany and Austria excluded.)

	Dead-weight tons.
Total losses (Allied and neutral) August, 1914-Sept. 1, 1918	21,404,913
Total construction (Allied and neutral) August, 1914-Sept. 1, 1918	14,247,825
Total enemy tonnage acquired (to end of 1917)	3,795,000
Excess of losses over gains	3,362,088
Estimated normal increase in world's tonnage if war had not occurred (based on rate of increase, 1905-1914)	14,700,000
Net deficit due to war	18,062,088

Construction of ships in a single month exceeded destruction of them for a similar period, in May, 1918, for the first time since December, 1915.

In August, deliveries to the Shipping Board and other seagoing construction in the United States passed Allied and neutral losses for that month. The figures:

	Gross tons.
Deliveries to the Shipping Board	244,121
Other construction over 1000 gross	16,918
Total	261,039
Losses (Allied and neutral)	259,400
America alone surpassed losses for month by	1,630

Note.—World's merchant tonnage, as of June 30, 1914, totaled 49,089,552 gross tons, or, roughly, 73,634,328 deadweight tons. (Lloyd's Register.)

DIED.

Eugene A. G. Beck, No. 1399, a native of Denmark, age 49. Died at San Francisco, Cal., Oct. 12, 1918.

Karl J. Cruse, No. 1374, a native of Sweden, age 30. Died at San Francisco, Cal., Oct. 25, 1918.

Edward M. Ericksen, No. 699, a native of Norway, age 29. Died at San Francisco, Cal., Oct. 26, 1918.

Arthur E. Friend, No. 328, a native of California, age 38. Died at San Francisco, Cal., Oct. 22, 1918.

Elmer Funk, No. 933, a native of Denmark, age 23. Died at Port Townsend, Wash., Oct. 12, 1918.

Howard C. Hubberd, No. 2743, a native of Minnesota, age 21. Died at San Francisco, Cal., Oct. 23, 1918.

Rudolf A. Johansen, No. 2502, a native of Norway, age 28. Died at San Francisco, Cal., Oct. 25, 1918.

Robert Kambi, No. 1365, a native of Russia, age 30. Died at San Francisco, Cal., Oct. 26, 1918.

Emil Arthur Lehtonen, No. 1602, a native of Finland, age 34. Died at San Francisco, Cal., April, 1918.

Frank Lindgvist, No. 849, a native of Sweden, age 41. Died at San Francisco, Cal., Oct. 23, 1918.

Vincent Madec, No. 878, a native of France, age 44. Died at San Francisco, Cal., Oct. 19, 1918.

Harald R. Magnussen, No. 2630, a native of Norway, age 33. Died at San Francisco, Cal., Oct. 19, 1918.

Andrew Middlemas, No. 2490, a native of Scotland, age 26. Died at Seattle, Wash., Oct. 21, 1918.

Ole Olsen, No. 637, a native of Norway, age 39. Died at San Francisco, Cal., Oct. 22, 1918.

John Peterson, No. 837, a native of Sweden, age 44. Died at Tacoma, Wash., Oct. 7, 1918.

Geo. F. Rasanen, No. 1269, a native of Finland, age 25. Died at San Francisco, Cal., Oct. 26, 1918.

Henry Thomas, No. 550, a native of England, age 37. Died at Hoquiam, Wash., Oct. 21, 1918.

Sigurd Thorstensen, No. 1157, a native of Iceland, age 31. Died at San Francisco, Cal., Oct. 23, 1918.

Carl Sanford Ward, No. 1585, a native of Iowa, age 23. Died at Seattle, Wash., Oct. 14, 1918.

John Woldhouse, No. 1216, a native of Holland, age 36. Died at San Francisco, Cal., Oct. 27, 1918.

Orville Wright, at a dinner in Dayton, talked of his early struggles. "We had, my brother and I," he said, "lots of oral encouragement, but no financial encouragement. People talked big, but they would put up nothing. With their mouths full of millions and their quite empty hands they reminded me of a barber I once knew. This barber said one day as he shaved me: 'That's a fine pup of Wilberforce's. I'd give anything for it.' 'Well, it's for sale, isn't it?' said I. The barber sneered. 'Oh, yes; it's for sale,' said he, 'but Wilberforce, the chump, wants $1.50 for it.'"

"CITIZENS OF THE WORLD."

"I am a citizen of the world," wrote Paul Jones, one of the greatest sailors who ever trod a deck.

In these few words the brilliant Scot, whose sword was drawn with imperishable effect in behalf of the struggling American colonies in their fight for independence, summed up the creed of the true sailor.

The sea knows no frontiers. The sailor is at home alike under the North Star and under the Southern Cross. In any port whose life does not offend the better impulses of heart and mind the sailor should take his ease in content.

Although the great achievement of Paul Jones' life was in behalf of the American colonies, his early home was by a misty shore of west-coast Scotland. Here he was reared. But he was quite as much at home in Portsmouth, N. H., where he boarded for some time when fitting out the "Ranger," a product of a Portsmouth yard. It was in this New England slip he rereived the first salute ever accorded the American flag by a foreign nation. The last days of the illustrious admiral were passed in Paris, and it appears he lived there as contentedly as he had lived in Scotland or New England.

The young Americans now entering the Merchant Marine of their country should keep the precept of Paul Jones well in mind. Many of them, leaving their home towns for the first time, attach undue importance to the life they leave behind. They make themselves believe it is better than life elsewhere. Some of them pine for it, making themselves unhappy, and reducing their efficiency. In short, they leave their minds at home, and give only their lagging bodies to their country's service.—The Merchant Mariner.

German submarine activity reached such a low state during the past week as to become almost negligible as a war measure, notwithstanding that many U-boats are lurking in the Atlantic and the Mediterranean. The British Admiralty looks upon this situation as part of the German peace offensive. It is believed at the Admiralty that if Germany elects to fight to the end of her resources her greatest submarine effort may be expected late in December and in January.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

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MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
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Telephone Seneca 896.
J. M. SECOND, Secretary.

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ABERDEEN, Wash.....P. O. Box 6
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SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T.....P. O. Box 314

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PORTLAND, Ore.....98 Second Street N
SAN PEDRO, Cal.....P. O. Box 54

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Headquarters:

SAN FRANCISCO, Cal.....49 Clay Street

Agencies:

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ASTORIA, Ore.....P. O. Box 138

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Headquarters.

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Branches:

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VANCOUVER (B. C.), Canada.....437 Gore Avenue
PRINCE RUPERT (B. C.), Canada....P. O. Box 968
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG ..... Alaska

UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Ore.....P. O. Box 138

Labor News

"Natural conditions in the northern part of Mexico are almost identical with conditions in the border States of this country; industries are the same, and the standards of living, now so different, should be the same. This can be done through education and fraternity of labor." Thus writes Governor George W. P. Hunt, of Arizona, in a message to President Gompers of the American Federation of Labor, accepting an invitation to attend the international labor conference at Laredo, Texas, in November. Governor Hunt is sought by Porto Rican labor men as Governor of that island.

Among the Porto Rican laborers who are being transported to America to supplement the labor supply are many men of sixty years or more. One of the most interesting and at the same time pathetic sights connected with the moving of these great numbers of men to the United States is the eagerness of the old men to reach what they consider a land of promise. They have worked in the island for the whole term of their existence without a thought that they would ever be able to leave it, until now the war's demands have provided them with opportunities in a new country.

The New York World accepts the eight-hour decision of Supreme Court Justice Clark of North Carolina, acting as umpire for the National War Labor Board in the case of Wheeling iron molders. "It has always been easy," says the World, "to flout the assertion that as much productive work, especially in connection with machinery, could be done in eight, as in nine, ten or twelve hours, but in practice the theory has been demonstrated. In making these computations no one day can be used for a test. The honest eight-hour worker will do more in a year than the ten-hour worker, and he will live and work more years."

The National Adjustment Commission, composed of representatives of the Government, organized longshoremen and their employers, has announced a wage increase that affects 45,000 of these workers along the Atlantic coast. The chief points of the award are: An eight-hour day with a Saturday half holiday. One dollar an hour for overtime, instead of the old rate of 75 cents. Raising of the former rate of 50 cents an hour for regular work to 65 cents. The ward is effective from the first of this month to September 30, 1919, unless the commission should, upon "its own motion, upon grounds of national policy," decide otherwise.

Awards in controversies in the cases of ten street railway companies and their employes were announced during the past week by the War Labor Board. Wages were at issue in seven of the cases and in each increases were granted the men. At Portland, Oregon, the high cost of living occasioned an award of 46, 48 and 50 cents an hour for platform men and wages of other employes were increased in the same percentage, with a minimum of 44 cents. In the Des Moines (Iowa) case, the board ruled that men must avail themselves of arbitration provided for in their contract with the company, with right of appeal to the board should such arbitration prove inoperative.

BUY WAR SAVINGS STAMPS

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SEATTLE, WASH.

Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Ahlstrom, Ellis	Lidsten, Chris.
Anderson, P. W.	Lee, C. L.
Anderson, Wm.	Lubhurs, H. J.
Antonsen, Charlie H.	Lundgren, Chas.
Aso, Guss	Larsen, Ed.
Anslitz, John	Larson, Gust
Abolin, K.	Lux, Chas.
Aase, O. R.	Malk, Peter
Andersen, Julius	Mathison, Martin
Anderson, Andrew	Micholsen, A.
Anderson, J. E.	McGregor, D.
Andersen, A. C.	Maher, Thomas
Andersen, Martin	McLeod, John
Andersen, John	Magnusen, Lars
Albregtsen, G.	Marthinson, Krs.
Austin, H.	Mikkelsen, K. -1620
Anderson, Fredhof	Mikkelsen, Holder
Anderson, T. -2064	Mickelsen, Harald
Backshom, C. F.	McGillivray, F. B. D.
Barry, W.	McDonald, Wm.
Bates, J. D.	McPherson, James
Brown, Albert	Moe, Albert
Brink, Harald	Moore, Thomas
Bensen, J. A.	Moore, J. M.
Back, M.	Muler, James
Barry, B.	Nelsson, Emil
Boacher, G.	Nelson, C. R.
Balstad, Alp	Nordfeldt, T. F.
Bradburry, Edw.	Nelson, W.
Burke, John	Nelsen, Steve
Carlsen, Oscar	Nelson, Svend F.
Carlson, Harald	Ness, Louis
Camper, L. F.	Norris, T. F.
Carlson, Eric	Nyhagen, Julius
Christoffersen, John	Nelsen, Hans L.
Cunningham Geo. F.	Nare, H.
Caspersen, E. T.	Nolan, J.
Carruthers, M.	Nordstrom, John
Carlson, C. A.	Overland, Oscar
Carlson, J. -1586	Olsen, Harald
Carlsen, C. G.	Olsen, Ole J. -542
Christensen, E. J.	Olsen, Hjalmar
Crumlich, F.	Olsen, J. G. F.
Curran, W.	Ogga, Edward
Drage, J.	Odall, E. W.
Desmond, C.	Olsen, O. P. -1141
Dunwoody, Geo.	Olsen, Alf.
Eaton, I. N.	Olsen, Geo. M.
Eckholm, B.	Olsen, B.
Edson, Frank	Olsen, Elmer
Endresin, I.	Olliver, James
Edman, O. -551	Pakki, Emil
Erickson, Chas.	Pap, Johannes
Eriksen, Erik	Powell, H. A.
Ellingsen, Erling	Paase, And
Forslund, Victor	Pallesen, K.
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Henrickson, Victor	Sedon, Geo.
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Henriksen, Geo.	Soderberg, Albin
Hjorth, Knud	Swanson, J. -1331
Hollman, W. C.	Sund, Alex.
Hohnstrom, Fritz	Seyfreld, M.
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Holten, Crist	Swanson, Wm.
Hunter, G. H.	Sagura, John
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Emil	Sarin
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Barrot, G.	Olsen, Ferdenan
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Bengtson, S.	Pedersen, Alf.
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Eliassen, H. C.	Risenius, Sven
Hedrick, Jack	Rosenblad, Otto
High, Edward	Svenson, B.
Jansson, John	Svenson, Gustaf
Jansson, J. A.	Torin, Gustaf A.
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Knight, H.	Steen, J. I.
Kolinen, Oscar	Tamisar, Peter
Kuhn, John	Weber, Fred
Kyardalen, Ole	Wickman, Daniel
Hansen	Weisham, R.

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

INFORMATION WANTED.

The members of the crew of the S. S. "Grayson," who rendered salvage services to the "Lowther Grange," will please communicate with S. B. Axtell, 1 Broadway, New York, N. Y., for their share of salvage money. 1-30-18

The men hereinafter named are requested to call personally or communicate with J. T. Smith, 112 Market St., San Francisco, Cal. Chas. Fraser, W. Holmes, Otto Kanka, Karl Olsen, William B. Pierce, Thomas Wolstenholme. 10-2-18-Adv.

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

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INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed. 7-24-18

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

The following-named men, who were on the "Costa Rica" on her recent trip from Borneo to Honolulu, will please call on F. R. Wall, 324 Merchants Exchange Building: S. Veal, C. O. Hansen, H. Kaspersen, B. E. Johannesen, K. Andersen, S. Olsen, H. Helliksen, O. Ekquist, J. Malee, Carl A. Bodin, Ernest Bozzini, M. McCloskey, A. D. Williams, J. C. Whittle, Swan Bylander, N. P. Christensen, J. Knutsen, W. A. Parris, H. Svard, J. R. Magee and Manuel Guerra. 6-19-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

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Hauschild, B.	
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Honolulu, H. T.

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Crantly, C. W.	Peters, Walter
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Möller, F.	

INFORMATION WANTED.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

William O'Keefe, who has not been heard from in many years, is inquired for. His niece, Catherine Lynch, aged 12, is very anxious to locate him. Anyone knowing his whereabouts, please notify Catherine Lynch, 42 Monroe Street, New York City.

Home News

Out of a $250,000 revolving fund Minnesota is clearing five acres of the 40-acre tracts she is selling to settlers so that they can support themselves while clearing the remainder. Land improved at a cost of $7 or $8 an acre sold for $22.10 an acre.

Henry Ford is so non-partisan that he will not permit the Michigan Democratic State Central Committee, on whose ticket he is running as United States Senator, to manage his campaign, but is organizing a committee of his own. The non-partisan committee will have to raise and spend its own money.

A direct inquiry into the cost of living is to be made by the United States Department of Labor, under the direction of John M. Foster, of the Bureau of Labor Statistics. Personal visits will be made to families living on less than $2,000 a year, and an effort made to discover just how the money is spent.

At a conference in Philadelphia at which was discussed industrial conditions in war work, Miss Elizabeth McShane of the State Health Insurance Commission stated that through sickness 16,800,000 working days were lost in Pennsylvania last year. Among ship builders, 600,000 days were lost, and sickness prevented the mining of 4,500,000 additional tons of coal.

A dairy employe recently told the City Council of Wheeling, W. Va., that milk is being manufactured in that city by mixing a powder with river water, and that the concoction defies chemical analysis. Two concerns are involved and they were cited to appear before the council, but refused on the advice of attorneys, who said that the city law makers have no right to interfere with this business unless the law is complied with and warrants are sworn to. In the meantime Wheeling babies will be fed this stuff until a lot of red tape is unraveled.

The Federal Bureau of Mines has succeeded in inducing Oklahoma oil operators in the North Cushing field to cement their wells in order to check the flow of water. The bureau states that the production of oil from fifty wells has increased more than 2000 barrels a day, or an additional $4500 a day to the operators' gross income. If this increase continues for one year, it means an additional 750,000 barrels. It is estimated that the cost of excluding water from these wells was $10,000, a return of about $165 for every dollar invested.

Chairman Baruch of the War Industries Borad has indicated that prices and distribution of practically all articles of wearing apparel are to be controlled by his board. The prescribing of certain fixed prices for shoes constituted only the first step in a general policy for price control of clothing. While shoe prices will be regulated the prices set by the board will have no resemblance to before-the-war prices. The agreement with manufacturers provides that after June 1 next the maximum price of shoes will be $12. For low shoes of the style usually worn in the summer months the maximum price will be $11. Between now and next June manufacturers will be permitted to dispose of higher-priced shoes. After June 1 the price and grade will be regulated.

BUY WAR SAVINGS STAMPS

Domestic and Naval

Ground was broken recently at Birmingham, Ala., for the fabricating plant of the Birmingham Steel Corporation. The output of this plant will largely be used at the shipyard of the Mobile Shipbuilding Company. The Birmingham plant will shear, punch, and bend steel planets and slabs into shape for the shipbuilders. The plant will cost about $1,000,000 and will be in operation within five months.

The work of raising and restoring the steamer "Newport News," of the Norfolk and Washington Steamboat Company, which burned at her dock in Washington a short time ago, has been undertaken by the Merritt and Chapman Wrecking Company. It is stated that the hull and machinery are practically undamaged, but the entire superstructure will have to be rebuilt. The steamer had been used as a reserve boat, and therefore, the loss to the traveling public is not great.

The building of concrete ships has made rapid advancement, according to the testimony given at the first annual convention of the International Concrete Ship Association held in New York on October 4. Keels are scheduled to be laid soon in the five Government concrete shipyards for thirty-eight tankers and cargo ships of 7800 tons, three cargo ships of 3500 tons, and one of 3000 tons. The first vessel will be launched early in December, and all before September, 1919.

The total British tonnage in new constructon for the first nine months of 1918 was 1,174,641, as compared with 743,753 in the corresponding period of last year. The total for twelve months ended September, 1918, was 1,594,262, as compared with 957,185 for the previous year In the second quarter of 1917 the world's merchant shipping suffered a loss of 2,236,934 tons, but in the last three months for which figures are avaliable—June, July and August the total was 932,556 tons, a reduction of 58 per cent.

The steamboat "St. Louis," of the St. Louis and Tennessee River Packet Company is partly submerged in the Mississippi River about twenty-two miles south of St. Louis, where the boat sank while en route to St. Louis with forty passengers, most of whom were women and children All of these were saved with the exception of one. The boat sank in twenty-five feet of water after striking an obstruction. Divers went to investigate the condition of the vessel's hull, but the owners say that the boat will doubtless be abandoned.

Published statements quoting Representative Fordney, of Michigan, to the effect that in contracts let for work at Hog Island the Government agreed to pay back taxes imposed by Congress, have led Charles Piez, Vice-President and General Manager of the United States Shipping Board Emergency Fleet Corporation, to issue a statement to the effect that the Hog Island contract (No. 83—S. C., dated September 13, 1917) provides that the American International Corporation purchase with its own fund land at a cost of $1,706,000. The Fleet Corporation owns the improvements. It has an option to purchase the land at cost.

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Adolfsson, John
Amundsen, Amund
Ampuja, Anton
Andersen, Adolf
Andersen, A. T. C.
Andersen, Frank
Andersen, H. -2127
Andersen, Kristian
Andersen, M. -2054
Andersen, Nils F.
Andersen, Rasmus
Anderson, Andrew
Anderson, J. C.—1552
Baah, M.
Backman, A. -2055
Bahn, C. F.
Barry, Dick
Bausback, Erwin
Beck, John A.
Beling, O.
Benrowitz, Felix
Berseth, R. J.
Bertelson, Oscar
Billington, M.
Biron, E.
Bjork, Martin C.
Birhnes, Ole A.
Cariera, Peter
Carlsen, Albin
Carlson, Seth
Carlson, Warner
Carlson, C. S.
Carlstrand, Gust
Charlott, Geo.
Chavez, Mariano
Chilberg, Benjamin
Christensen, L.
Christensen, J. T.
Christensen, Otto
Dahlgren, W. A.
Dahlstrom, Ernst
Daniels, L. M.
Davey, Chas.
Davidson, Waldemar
Davis, Frank R.
De Moss, E.
Delong, K.
Deswert, W.
Edvardsen, Frits
Ek, Chas.
Ellingson, John
Emanuelson, Carl
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Engstrom, Ben.
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Fagerlie, Odell
Fallon, William
Feish, Harry
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Fernquist, C. W.
Fingerling, E.
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Fjellman, George
Fiem, Knut
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Garcia, Jose
Garfield, G.
Geschwend, Walter
Gjesdal, Elling
Gonzales, Francisco
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Graham, Walter F.
Gran, Aksel
Grant, August
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Halvorsen, Olaf
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Hansen, Hans
Hansen, Oscar
Hansen, Rangvald
Hansen, Raynols
Hanson, Edward
Hanson, H. A.
Heldal, Trygoe H.
Henriksen, C.
Hess, Arthur
Heyn, Thorvald
Hildes, W.
Hill -1387
Hill, — -2030
Irmy, Feodor
Jacos, Henrik
Jaderholm, Hans
Jakobsen, Anders
Jakobson, Waldemar
Jamsa, Johan
Jensen, Gust.
Jensen, Jens R.
Anderson, O.
Anderson, Oskar L.
Andreassen, Karl
Andersson, Anders
Andersson, Arthur
Andersson, C. J.
Andersson, Erick
Andersson, O. A.
Andersson, Sture
Andresen, Jorgen
Andersson, V.
Antonsen, Arthur
Ask, Alfred E.
Ask, Lorentz
Asp, Gust L.
Asselton, Joe
Auckland, Gus
Blixt, Gus
Blomgren, Carl A.
Blomkvist, Albert
Borjesen, L.
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Brevick, Johan
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Bratt, Walfrid
Brian, Jos.
Brown, George W.
Brue, Nils
Bywater, C. E.
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Christoffersen, C.
Clausen, Louis
Cockrane, R. O.
Coleman, William
Colima, Pete
Cooper, R. C.
Cornelius, Lemnart
Corran, Geo.
Corson, Geo.
Creely, P.
Crosiglio, Joseph
Dew Pree, Earl
Didrickson, Martin
Dobbin, Harry
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Dreyer, Jack O.
Dreyer, Trygve
Dumas, Clifford
Dunwoody, Geo.
Dyer, John
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Erickson, Nils
Erikson, Chas.
Esterberg, Gust.
Etherton, Ward
Ettrup, Jens
Eucsen, Sigurd
Fomichoff, T.
Forgensen, H. R.
Franzell, A. Th.
Fraser, Charles
Fraser, James
Fredrickson, Martin
Fredriksen, B. D.
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Holm, Astrip
Holm, Nils W.
Holm, J. P. K.
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Holmes, W.
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Holmstrom, Carl A.
Holmstrom, Fritz
Hovde, Michal
Howe, Albert
Hubbert, John L.
Hubertz, Emil
Hylander, Gustaf
Hyskell, T. J.
Isakson, Karl
Jensen, Lorentz
Jewett, Charles
Johannesen, Anthon
Johannesen, Hegle
Johannesen, Johan
Johansen, A. -2412
Johansen, Fritz
Johansen, John
Johanson, A. -2050
Johanson, Robert
Johnsen, G.
Johnson, Louis
Johnson, Ralph
Johansson, Bernard
Johnson, Hjalmar
Kaktin, Ed.
Kallas, Alex
Kallberg, Arvid
Kane, John
Karlson, Axel
Karman, Wm. B.
Karusmoll, Karl
Kaskinen, A.
Kearns, N.
Kelly, E. -1050
Kjellsson, Axel
Larsen, Alf
Larsen, Arthur
Larsen, K. -1560
Larsen, Ingolf
Larson, L. A.
Laursen, N.
Lewis, Harry S.
Lewis, Owen J.
Lindblad, Conrad
Linder, V.
Lindgren, Oscar
Lindros, G. J.
Lindquist, Charley
MacManus, P.
Madsen, Jack
Madsen, Tom
Magnuson, Magnus
Martin, B.
Martinsen, Nordal
Martinsen, John
Marx, Tom
Mathusen, L.
McCormick, Lawrence
McGillivray, F. B.
McLeod, Norman A.
McNair, H. S. S.
Neilson, Neil
Nelson, Carl C.
Nelson, N. P.
Newman, Gustav A.
Niejahr, Oskar
Nielsen, C.
Nielsen, Harald J.
Nilsen, Conrad
Nilsen, Hans L.
Nilson, Hjalmar
Nilson, Nat
Nilsson, Axel
Nilsson, Reinh
Oakley, Loren D.
Oberg, Einar
Otcldt, C.
Okesson, Erick
Olausen, Christian
Olesen, Ingwald
Olmstead, Harry
Olsen, Charley
Olsen, Hans
Olsen, Herman
Olsen, Johan S.
Palm, Torval L.
Palu, G.
Panchot, Herbert
Paunu, J.
Paulsen, Karl
Parks, Leslie
Parral, Olegario
Paulsen, Aksel
Pedersen, E.
Pedersen, Eysten
Pederson, Charles
Pedersen, Peter B.
Pederson, Oluf
Pedersen, Sofus R.
Perkins, Will
Quickman, W.
Quilje, Johannes
Quinn, William
Radke, Paul
Ramstad, Andreas
Rasmussen, S. A.
Redinger, M.
Rehnstrom, Axel G.
Reimer, Peter M
Riesberg, Hjalmar
Riisgaard, Soren
Ringdahl, Karl
Roach, Alfred
Roberts, Albert H.
Sandberg, N. A.
Sandstedt, E. H.
Sandstrom, H.
Sounders, O.
Sarin, Charlies
Sarin, Wilhelm A.
Schmidt, C.
Selin, H. W.
Johnson, Norman
Johnson, Ole
Johnson, Oscar W.
Johnston, Leslie
Jones, Fred
Jordan, Henry
Jorgensen, Robert
Knaut, Charles
Knegtman, W. J.
Knockenhauer, H.
Knudsen, Daniel
Koppel, John
Korsberg, Volmar
Kosoff, L.
Kraut, Charles
Kristensen, L. P. J.
Kroeger, Walter
Kugrel, Oles
Lindquist, Ralph
Linsner, Paul
Long, C. E.
Lubners, Henrick
Ludvigsen, P. L.
Lundberg, A. E.
Lundberg, Thom
Lundh, F.
Lundmark, Helge
Luse, John
Lynch, James
Lyngaard, George
Melander, Gust.
Melander, J. K.
Mess, William
Meyer, H.
Milnor, C. D.
Mjaanes, Johan
Monroe, John
Monsen, Birger
Moonan, Thomas
Morrison, Phillip
Mortensen, B.
Moseley, T. E.
Mulley, James
Nilsson, Reinholt
Nolen, Axel
Nolan, George S.
Norberg, J. A.
Nordby, Jacob
Nord, Clarence
Nordenberg, J.
Nordling, Sam
Nordstrom, Enst
Norling, Gust.
Nurkin, H.
Nutcher, Lyle P.
Olsen, Karl
Olsen, Kristoff
Olsen, Ole -1326
Olsen, Oskar
Olsen, Peter
Olsen, Regmar
Olson, Albert
Olson, John
Olsson, C. O.
Olsson, V.
Perselli, Georg
Peterson, Harry J.
Peterson, O. -1551
Peterson, Robert
Peterson, Victor
Petter, G.
Pierce, William B.
Pietch, Frank
Pilcher, H. J.
Pinkiert, C. B.
Pint, G. H.
Pope, B
Porter, J.
Powell, H. A.
Powell, Patrick
Quirage, Juan
Qvanstrom, Arvid
Roed, T. A.
Roesberg, Chas. V.
Roos, Yrjo O.
Ronn, E.
Rop, Albert
Rosen, Valfrid
Ruckmich, A.
Ruger, Harry W.
Rundstrom, Albert
Ruter (Rutler), P.
Ryan, Patrick
Siewersen, Chas.
Simensen, Arne
Simpson, L. C.
Skoberg, Axel
Skotvik, Ole M.
Smith, Edw. J.
Smith, John
Smith, John T.
Speckmann, M.
Solberg, Bernh.
Sommers, J.
Soneson, Wilhelm
Sorensen, Georg
Sorensen, O. E.
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Spona, Emil
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Sternberg, Alf.
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Tanman, Robert
Tanning, T.
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Thomas, Nelson
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Thor, Lauri
Thorngren, Chas. G.
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Van Leek, J. W.
Van Reen, T.
Van Vleet, T. B.
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Wachter, John
Wagner, Ralph W.
Wagner, Wm.
Wake, John
Wallenstrand, Harry
Ward, Carl
Weera, W.
Wesgard, Jens
West, I.
Westren, Christ.
Westvik, I.
Wicklund, T. I.
Wihavainen, Geo.
Zeritt, John
Strandberg, Elof
Strybos, D.
Svanson, William
Svendsen, S
Svensson, John
Sveeingsen, S. U.
Swansen, A.
Swensen, Anker
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Tiller, Edward
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Johnson, Carl
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Nelson, A. -1092
Olson, Knut
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Roach, Alfred
Smith, John T.
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Wesgaard, Jens

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Baardsen, Hans M.
Bergstrom, John E.
Bowma, Jan
Brown, Alexander
Burg, John
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Carlson, John A.
Carroll, James P.
Castro, Julian F.
Christiansen, Hans P.
Christensen, Sigvald A.
Edwards, E.
Eggehoff, Fred
Eliassen, Elmar
Eliasson, J. E.
Ellison, Morris
Engstrom, Mathias R.
Erickson, Chas.
Erland, Oskar
Fellman, J. A.
Folvik, C. E.
Fredericksen, J. F.
Friend, Arthur E.
Gerber, L. K.
Gjosund, P. L.
Granman, G.
Green, M.
Greenitz, John
Gronroos, E. E. R.
Gumdeross, Hans C.
Gustafson, J. S.
Hansen, Johannsen
Hansen, B. P. A.
Hanson, Frank
Henrikson, Henry
Hermann, Carl E.
Highland, Daniel
Jansson, Karl H.
Jansen, Bernh.
Jensen, Einar A.
Jensen, Frank
Johansen, Earl
Johnsen, Carl G.
Johnson, B. F.
Johnson, Carl
Johnson, John A.
Johnson, John E.
Kaasik, August E.
Kelly, Edward
Kihlstrom, Tom
Koch, Carl
Koffer, Alex
Koski, Juho
Kristiansen, Henry A.
Larsen, Arthur
Larsoe, James P.
Larson, Fingal
Larson, John M.
Lax, Ernest H.
Lehtinen, Ernest H.
Lendberg, Chas.
Lienbert, Rudolph
Lillberg, Frank
Lind, Carl
Lind, Gustave
Ljung, Lindus
Lokken, Olai K.
Loine, Frank L.
Lund, John A.
Ludwig, Nils H.
Lundstrom, E. W.
Maki, Matt
Makla, Anden
Mannik, K. J.
Mattson, John H.
Monsen, Haylor
Munch, Huge S.
Nielson, Hans
Nierni, Job
Nilsson, Nils H.
Norton, Carl E.
Olsen, Nicolai
Olsen, Ciaio
Olsen, Angar M.
Olsen, Edward
Olsen, Ragnar
Olson, Amandus
Olson, Knut
Olsson, Otto
Osman, John
Ostergard, Frank
Ottem, Aksel
Pederson, C. E.
Peterson, Christian
Peterson, Conrad
Pettersen, Einar E.
Rand, J. E. F.
Rasmussen, R. H.
Rasmussen, L. A.
Rudd, Berger
Roed, Hjalmar
Roffer, Jack
Rontved, O. J.
Schippman, H. C.
Sige, Herman
Strasdin, Paul
Strom, Oscar H.
Tanum, Helga
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"Had all the watermelon you want, Bobby?"

"No, auntie, but I've had all I can eat."—Kansas City Journal.

Stock Trouble.—"I saw a big policeman take a tumble on a piece of banana peel."

"I see. A fall in copper security."—Baltimore American.

Ned—That was a hard blow to literature yesterday. Ted—What was that? Ned—Why, lightning struck a house, setting fire to a magazine in the cellar, which exploded, shattering the first and second stories, and killing two authors who were at work on the third story.—Bohemian.

Friend—What are you so glum about? Mr. Oldfellow (who has just married a young wife)—I didn't quite like my bride's behavior at the banquet last night. Friend—I didn't notice anything unusual. Mr. Oldfellow—Well, she drank heartily to the toast that my fortune would never grow less, but she passed up entirely the toast to my health.—Town Topics.

The young detective was enthusiastic but inexperienced. Rushing into his chief's office in great excitement he cried: "I've found the assassin! I've got him cornered so that he can't escape!" The chief regarded him with withering scorn. "Allow me," he said, "to draw your attention to the fact that at present we are looking, not for the assassin, but for clues."—Judge.

"Did Angela reject Sammy when he proposed?"

"Not exactly, but she put him in Class 5, only to be used as a last resort."—Life.

Parke—Yes, sir. The war will be won in the kitchen.

Lane—Good! I've had several wars in my kitchen and never won one yet.—Judge.

Professor—I went to the railroad office to-day and got that umbrella I left on the train last week. His Wife—That's good. Where is it now? Professor—Eh? By Jove, I—really, my dear, I'm afraid I left it on the train.—Boston Transcript.

Little Memphy (endeavoring to entertain Sister Kate's beau)—When Sister Kate marries you will she become a widow? Kate's Beau—A widow? Ye Gods! What put such nonsense into your little head? Little Memphy—Hearing mother tell sister that you are a dead one.—Judge.

First Postal Clerk—Here's a bag of letters from families to boys at the front, and it's been here some time, too. Second Postal Clerk—And here are ten bags of franked campaign literature from Congressmen. First Postal Clerk—We can't send them both. There isn't room. Second Postal Clerk—Let's take a chance and send the boys their personal letters. First Postal Clerk—We'll do it, if it costs me my job.—Life.

News from Abroad

To the French Government has been assigned the German steamships "Aracaju," "Coxambu," "Parnahyba" and "Auturwocoa," recently commandeered by the Brazilian Government.

Norway lost thirteen vessels, aggregating 22,976 tons, through war causes in the month of August, according to an announcement made at the Norway legation, London, England. Two Norwegian sailors lost their lives.

The installation of the new Japanese cabinet headed by Kei Hara, marks the rise of the first commoner to the office of Premier. The liberal press of Japan hails it as the first long step toward a non-bureaucratic people's cabinet.

The second concrete ship built in China is expected to take the water within a month. She is only sixty-five feet in length and fifteen feet beam. The event is chiefly interesting as the beginning of a new industry in China, says the East and West News.

Riots and revolts were again reported from Germany, but these are always to be taken with reservations. Even the glorification of Liebknecht is suspicious, for, though he appears to be the noblest German of them all, the Kaiser would not hesitate to use him as a mercy-seeking device—or, better still, as a means of dividing the allies.

Following the authorization granted by the Peruvian Congress an agreement has been signed at Lima, Peru, by representatives of Peru and the United States transferring to the American Government control of the German interned shipping in Peruvian harbors. Six steamers and four sailing vessels, totaling more than 25,000 registered tons are involved.

Militarily speaking, the situation in Europe is better described by the map than by any words. British, French, American, Belgian, Italian, Serbian and Czecho-Slovak forces are everywhere victorious. The Italians, despite weather conditions, launched a new and successful offensive, and the Serbians are almost back to Belgrade. Germany lost in prisoners no less than 15,000 men in four days on the west front, and at least 50,000 were put out of commission during that time.

The war seems to have settled down to a simple matter of how long the German junkers can keep on fooling the German people, for upon that problem depends the question of how long Germany can maintain her futile defiance of the rest of the world. There is no reliable means of getting at the state of public opinion in Germany, and in the absence of such knowledge we are as much in the dark as to the end of the war as we were at the beginning. We all know now how it will end, but no one knows when. It may be next week; it may not be until the middle of next year, since everything depends upon a factor which not even the German junkers can estimate with any accuracy. This much is certain to be: if the German people can be kept persuaded that unconditional surrender means total destruction or long years of hard labor paying enormous indemnities, they will stand behind the German army, which, in turn, will fight more and more stubbornly as it gets back into more favorable defensive positions.

BUY WAR SAVINGS STAMPS

With the Wits

Are We Coming to This?—"I've given up smoking, and now my old cigarette case comes in handy for carrying my lunch."—The Passing Show.

Convenience.—Customer—You have placed all the large berries on top.

Fruit Peddler—Yes, lady. That saves you the trouble of hunting through the box for 'em.—Boston Transcript.

Poor Pete.—Mrs. Nuritch—Edith, what are you reading?

Daughter—Petrarch's poems, ma.

Mrs. Nuritch—Edith, haven't I warned you against the vulgar habit of shortening men's names? Say Peter Rarch.—Boston Transcript.

New Use for an Old Evil.—Binks—Ah, what a loss I have suffered in the death of my mother-in-law!

Jinks—She meant a good deal to you?"

Binks—Yes; she was a vegetarian, and gave us her meat-card.—Tit-Bits.

Cheering Him Up.—Sergeant-Instructor (to cadet)—Na, ye'll no mak' an officer. But it's just possible if the warr keeps on a while an' ye prractise harrd—verra harrd—ye micht—micht, mind ye—begin to hae a glimmer that ye'll never ken the r-rudiments o' the wurrk!—Punch.

A Humanitarian.—"What is your objection to children?" asked the man who was hunting a flat.

"I like 'em," replied the janitor. "I haven't the heart to ask anybody with children to move into a place that was as short of heat as this was last winter."—Washington Star.

Feeding the Baby.—A very prosperous-looking gentleman stopped and permitted the very pretty girl to fasten a carnation in his buttonhole. Then he handed her a quarter.

"What is this for?" he asked.

"You have fed a Belgian baby," was the reply.

"Nonsense," said the other, adding a $5 bill to his contribution, "you can't do it. Here, take this, and buy a regular meal for the baby."—Pittsburg Sun.

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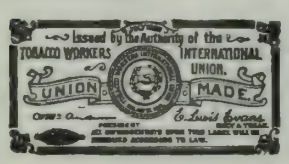

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 9. SAN FRANCISCO, WEDNESDAY, NOVEMBER 6, 1918. Whole No. 2511.

LABOR'S OUTLOOK ON THE FUTURE.

Are We to Have a New Social Order?

In this article Arthur Henderson, one of the recognized leaders in the British labor movement, expresses the opinion that the old order of society has dissolved, and a new one is taking its place. Even in the most military-ridden countries of Europe the people are beginning to discover their power, and never again will they be driven into war by the sinister forces which seek to glorify their own names, and to feed their own ambitions.

Noisy mouth-patriots, and others of that type, who are apt to take issue with Mr. Henderson's expressed views, will probably modify their personal assaults upon this courageous leader when they know that Captain David Henderson, oldest son of Arthur Henderson, was killed on the battlefield during the first year of the war; a second son, Will Henderson, has been returned as a wounded soldier, and the third son, a lad under age, has enlisted and gone to the front.

With the coming of peace the world will enter upon an era of revolutionary change to which there is no parallel in history. In this country, as in every other, the war has already profoundly modified the economic system of pre-war days, and has introduced far-reaching innovations into industry. Methods of State control which would once have been regarded as intolerable infringements of the rights and liberties both of employers and workmen have been accepted without effective protest even from those bred in the individualist tradition of the last century.

Some of these changes are admittedly only temporary and provisional. They were dictated by national necessity, and were introduced upon the explicit understanding that an unprecedented situation had arisen which called for bold and drastic measures. Those measures which relate to trade union practices and customs in the workshops, in particular, are governed by strict pledges for the restoration of pre-war conditions when the national crisis is over.

Nevertheless, the extent and importance of these changes in methods of production, the control of industry, the management and distribution of labor, and the limitations imposed upon the activities of financiers and the enterprises of individual capitalists, practically involve a revolution, the effects of which will remain when the necessity which gave them their sanction has passed away. Most of them are permanent.

In four crowded and eventful years we have gathered the fruits of a century of economic evolution. We have entered upon a new world. With the main features of this new world we are still unfamiliar. We cannot yet begin to measure the material effects of the war upon the commercial and industrial system upon which our civilization has been based.

Still less can we estimate the results of the inner revolution of thought and feeling which has accompanied these material changes. Yet we are beginning dimly to see that the old order of society has dissolved. A new social order is taking shape even in the midst of the stress and peril of the time.

This revolution is fundamental, for it touches the springs of action in the great mass of the common people. Greater changes in the material structure of society have still to come, but they will be dictated not by the exigencies of war but by the new democratic consciousness and the new social conscience which have come to birth in the long agony of the present struggle.

The people have been taught by events, better than by any process of rational argument, that they alone make war possible, though they have no hand in fashioning the policies that lead to war; their energy, devotion, and sacrifice, in trench, field and factory, are qualities which their rulers exploit when they quarrel with one another. In times of peace the people feel that they are nothing; when war comes they are found to be everything.

War is possible only because the skill and bravery of the common people, their immense industry, their patient endurance, their direct and simple sense of right and wrong, give the world's rulers a feeling of power which they use, not to ensure the happiness and prosperity of the multitudes of humble folk, but to glorify their own names and to feed their insensate ambitions.

The people have discovered this, and in learning it they have discovered their own power. Never again, we may be sure, will the people allow themselves to be driven helplessly into war by these sinister forces. Neither will they be able henceforth to see as enemies the people of other countries who are like themselves the victims of the militarist imperalism and secret diplomacy of their rulers.

Internationalism as an organized movement may have temporarily broken down in this war. But the spirit of internationalism, the consciousness of the solidarity of peoples, the democratic vision which overlooks the artificial frontiers which keep the peoples apart, will grown stronger the longer the war continues.

In the midst of the universal horror of the battlefield something like an entente of the peoples has been established. The democracies of the world begin to understand one another. Some of the old misunderstandings and prejudices, intensified by the bitterness of the present mad struggle, may flourish for some time after the war. Old jealousies die hard, new hatreds have been born, human nature is human nature still.

But beneath these unnatural enmities, tranecending the passionate antagonisms of the hour, new forces of fraternity and good will are at work, reconciling the sundered peoples and making a covenated peace possible between them, more durable than the treaty peace that the official diplomacy will presently conclude.

In every belligerent country these healing and unifying forces have been released. Nowhere—not even in Russia—are they yet dominant; but the democratic spirit is permeating every country. Democratic conceptions are influencing the thought of every people, who see the war as the last monstrous product of the economic and social inequalities of the old order of existence which dissolves and passes away like an evil dream of the night.

Equality is the great human formula of the coming era of revolutionary change. We are moving swiftly towards a new order of society in which the idea of equality will govern the political thinking of all the democracies. The freedom and fraternity of which men have dreamed, which we desire to see established in this country and extended to every other, so that there may be no more wars, are rooted in equality.

It is not a new conception. It has inspired democratic action since democracy first took shape as an organized movement. It has been the aim of trade unionism from its earliest beginnings, though it may not have been consciously formulated. It is the aspiration of political democracy. The war has quickened it afresh and has invested it with a new significance.

Failure to appreciate the fact that the minds of the people have been deeply influenced by equalitarian ideals, to underestimate the popular resentment of class privileges, whether based on the accident of birth or upon the possession of wealth, which the war has strengthened rather than mitigated, will be fatal in the future to governments and political parties alike.

AUSTRALIA'S LABOR PARTY.

The labor movement has made remarkable progress throughout the world during the last two years. There has been a great awakening among the working class in England, culminating in the marvelous advance in the prestige of the British Labor party. There are not wanting signs of a similar awakening of labor in the United States. As yet, however, the awakening in the United States has hardly got beyond the stage where a large number of the wage earners and producers feel that some sort of political action is necessary in addition to industrial action, in order for labor to successfully fight its battles. Just what form this political action will take is at present uncertain, but there are those who favor independent political action; in other words, the formation of an American Labor Party. * * * As an aid in this discussion, the writer, who is an Australian, presents the following facts concerning the organization of the Labor Party of Australia:

Australia is a self-governing dominion of the British Empire. It is a federation of states somewhat similar to the United States. The federal prime minister and the state premiers are, for practical purposes, chosen by the federal House of Representatives and the state lower houses, respectively.

The Australian Parliamentary Labor party is some 25 years older than the British party. It was not until 1906 that a definite Labor party made its appearance in the English House of Commons. Before this date there were individual Labor members in the English Parliament, but their number was not sufficient to warrant the term "Labor party." Even now, in 1918, there are only some 40 Labor members in the English House of Commons, which consists of 670 members. In Australia, however, a definite Labor party was established in the Parliament of New South Wales in 1891, there being 36 Laborites in a house of 141 members. Shortly after this date Labor parties made their appearance in the Parliaments of each of the Australian states, and in 1901, when the six Australian colonies were federated, it was found that there were 16 Laborites in the first federal House of Representatives. During the years 1891-1909 there were three parties in the Australian Parliaments—Liberal, Conservative and Labor. During these years the Labor parties in the various Parliaments held the balance of power between the two old parties. By a judicious use of this strategic position the Labor party was able to obtain much progressive legislation. In 1909, however, the Liberal and Conservative parties decided that it was time to quit fighting one another and to combine against the common enemy, the Labor party. The Liberal Union party was formed in direct opposition to labor. Since 1909 the issue at all elections, with the exception of those held during the last two years, in which new issues due to the war have arisen, has been for or against labor. As a result of the coalition of the two old parties at the federal election of 1910, the Labor party obtained a majority in both federal houses. In 1915 there were Labor governments in the legislatures of five out of the six states and in the federal Parliament as well. The progressive legislation for which Australia is noted is due to the fact that organized labor has entered the arena of politics.

The Labor party organization varies somewhat in the different states, but the scheme followed in the state of New South Wales is fairly typical of the organization in all the states. In New South Wales the basis of the party organization is the local or district Political Labor League. A league is formed in each election district. All trade unions in the district willing to join are affiliated with the league. Residents in the district who support the party, but who are not trade unionists, can become members of the league on signing the platform of the party and on payment of a small subscription—about a dollar a year. The unions contribute so much per capita to the funds of the league. In this way the Labor party finances the political campaign of the Labor candidates at the elections. The platform of the party for a state election is drawn up by a conference, composed of delegates from every local league. The questions to be considered at the state conference are thrashed out in the leagues and unions before the selection of delegates. The conference instructs and criticizes Labor members of Parliament and elects the state executive council. This executive keeps in touch with members of Parliament and deals with all matters arising between conferences. The state conferences are convened annually unless something unforeseen occurs in the political field, when a special conference may be called. A federal conference is called every three years. The delegates for the federal conference are chosen at the various state conferences immediately preceding the federal conference. Each state sends six delegates to the federal conference. The federal conference is called only once in three years, because the life of the federal Parliament is three years. A special federal conference may be called if new issues arise.

There are no primary election laws in Australia, and political parties are not recognized by the law. At a state election in New South Wales the elector only votes for the candidate for his district. There are at most four names on the ballot paper. Each candidate may receive the indorsement of a political party, but these indorsements have no recognition on the ballot paper. Some three or four months before the state election the candidates for the Labor indorsement for a certain district are required by the party to sign the following pledge:

"I hereby pledge myself not to oppose the selected candidate of this or any other branch of the Political Labor League. I also pledge myself, if returned to Parliament, on all occasions to do my utmost to secure the carrying out of the principles embodied in the labor platform, and on all questions affecting the fate of a government to vote as a majority of the Labor party may decide at a duly constituted caucus meeting."

The caucus mentioned in the pledge consists of the Labor members of Parliament.

The names of the candidates for this indorsement are then submitted to the state executive for its approval. This approval is given unless there is some particular reason for not giving it. The names thus approved are then submitted to an exhaustive ballot of the party members in the district. If some one candidate does not get a majority a second ballot is taken after the name of the candidate with the lowest number of votes in the first ballot has been struck off the ballot paper. The third and fourth ballots are taken, if necessary. The candidate who obtains the Labor indorsement then files for the Parliamentary election. All Labor candidates must be members of a league or trade union of at least one year's standing, and these candidates are chosen in the way explained by the rank and file of the party in the respective districts.

The Australian Labor party is a people's party. In the federal election of 1914 there were about 1,050,000 votes cast for the Labor candidates. Australia has woman suffrage and, therefore, there were about 550,000 men's votes cast for the Labor candidates. In 1914 there were 523,000 trade unionists in Australia. The great majority of these are men. These unionists are members of the party. At the lowest estimate 60 per cent. of the men who vote Labor are members of the Labor party. The situation is somewhat the same as if of the 9,000,000 electors who voted the Democratic ticket in the United States Congressional election of 1916 there were 5,000,000 dues-paying members of the Democratic party. A Labor member of Parliament in Australia is looked upon rather as an instructed delegate than as a free representative. The Labor members are continuously responsible to the people who elected them.—G. E. M. Jauncey, in The Public.

POOR CAMOUFLAGE.

Perhaps one of the most abortive efforts yet made in America to discredit workmen's health insurance as "Prussian in origin" is the recent attempt by the chairman of the Executive Council of the National Civic Federation.

According to the Civic Federation's estimate of the German "so-called social insurance laws, what did they amount to? . . . The average sickness pension was $48.45 a year . . . less than $1 a week." Even so careful an organ of public opinion as the New York Times was misled by this statement into the belief that it presented the facts concerning "insurance against illness."

As a matter of fact, the "sickness pension" thus held up to scorn has nothing to do with health insurance. It is a special type of pension, under another law providing "invalidity and survivors' insurance," payable to persons who have exceeded their twenty-six weeks' period of cash benefit under the health insurance law. Under the latter act benefits for twenty-six weeks in any year are 50 per cent. of wages—equivalent to the rate of indemnity under many American workmen's compensation acts—in addition to which full medical care and medicines and appliances are given.

Organized labor of New York State is solidly behind health insurance, and will not be turned aside by misstatements.—The Industrial Weekly.

PEOPLE ARE THE GOVERNMENT.

A most deplorable incident in the national life of the United States is that the people apparently do not realize that they, themselves, are the government and their representatives of every nature at Washington are not a government separate and apart from themselves, but are merely the persons whom they choose to put into effect their (the people's) will in the matter of government. This fact should sink deeply into all minds. Blaming the other fellow for not running your own business to suit you is rather small.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Furuseth on Overtime Pay.

In commenting on rules announced by the United States Emergency Fleet Corporation, a Washington newspaper says "the overtime principle is officially recognized on the seas for the first time in history."

"That statement," said Andrew Furuseth, president of the International Seamen's Union, "is evidently written by some one who has no knowledge of the real situation.

"Extra pay for work done in port to expedite the voyage when done outside regular working hours was established in this country by organized seamen and upheld by judicial decisions more than 20 years ago. Extra pay for work done beyond the regular working hours, whether in port or at sea, when not necessary for safety, has been recognized in Norwegian and other vessels for more than 20 years.

"Seamen in this country have made no demands for extra pay for work done beyond the regular working hours since the present war started. The Shipping Board has accepted the agreements with reference to overtime work between shipowners and the Seamen's Union, entered into before the war began.

"The Shipping Board has voluntarily increased such extra pay from 50 to 60 cents an hour on the Atlantic, as the result of an agreement privately entered into between the shipowners and seamen's unions on the Pacific. The shipowners and seamen have been working toward an equalization of the pay, working rules and extra pay for overtime on the Atlantic and the Pacific in order to prevent any misunderstanding and delays of vessels that might otherwise arise through the opening of the Panama Canal.

"If the shipowners would live up to their agreement, which has the sanction of the Shipping Board, the Secretary of Commerce and the Secretary of Labor, there would not be the slightest danger of this country failing to meet the growing demand for men willing to follow the sea."

Eight-Hour Rule Stands.

Chief Justice Clark of the North Carolina Supreme Court, acting as labor umpire for the National War Labor Board, has refused to re-hear his eight-hour decision in the case of Wheeling (W. Va.) iron molders versus the Wheeling Mold and Foundry Company. This means that the decision stands and will be a perpetual nightmare to junkers who would deny workers a voice in industry.

The decision forbids the working of a molder more than eight hours in any one day, except in an emergency. A joint committee, and not the employer, shall be the judge of what constitutes an emergency.

This decision makes the so-called eight-hour day, recently established by the United States Steel Corporation, look ridiculous. In the latter case workers are denied any voice in the proceedings and must labor as long as the Steel Trust elects, and will be paid extra for over eight hours.

By Umpire Clark's order Wheeling iron molders will work eight hours a day and no more, except where the employer claims that an emergency exists. This claim must be endorsed by a majority of a committee of four, equally divided between employer and employed.

This decision strikes at the roots of industrial autocracy, and has jarred anti-unionists from stem to stern.

Walter Drew, attorney for anti-union organizations and ready spokesman for hidden forces that oppose every social advance, represented the Wheeling concern in its attempt to induce Umpire Clark to reopen the case.

Reject Phoney Labor Law.

Trade unionists in Arizona are opposing a workmen's compensation plan that copper mine owners and other large interests, together with the American Mining Congress, would write into the Arizona State Constitution. At the last convention of the State Federation of Labor it was declared that this amendment is contrary to the purpose for which constitutions exist, and that "the initiation of such a long, complicated measure in which only a portion of the population is immediately concerned is wrong in policy."

The proposal is not compulsory upon the employer, but the worker, in order to secure employment, is forced to accept its provisions. The plan provides that no information submitted by an employer shall be open to the public, but the worker is given no such protection.

The State Federation of Labor suggests if it is the desire of the companies to secure a just compensation law that they have the present measure withdrawn and a new bill, drafted by representatives of employers and employes, be presented to the State Legislature.

Workers Not Blamed for Unemployment.

Most unemployment has no connection whatever with any fault of the worker, says the Bureau of Labor Statistics in its bulletin "Public Employment Offices in the United States."

"Unemployment and irregular employment," it is stated, "occur largely because of highly developed, highly specialized and rapidly changing industries, coupled with a labor market almost completely unorganized or disorganized. More and more, intelligent people are coming to recognize that the industrial system is responsible in a large degree for unemployment, but whoever is responsible, the demoralizing consequences resulting from unemployment are so far-reaching that the State must set itself seriously to the task of prevention and cure.

"Prevention must come through regularizing seasonal and fluctuating industries, cutting down the turn over of labor and undertaking public construction work during periods of depression. The cure proposed is the public employment office.

"Even more important than the growing realization of the evils found in many private agencies is the development of the

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Negotiations are still proceeding for the amalgamation of the British Dock, Wharf and Riverside and General Workers' Union, and the National Union of General Workers, and at a recent meeting arrangements were made for the holding of joint meetings in the principal towns throughout the country for the purpose of explaining the amalgamation scheme.

The Committee on Production have issued an award granting the operative bakers of Glasgow, Lanarkshire, Dumbartonshire and Renfrewshire an advance of 7s. 6d. per week, with payment for overtime at the rate of time and a half, but making no change in the number of working hours or other points demanded by the men. The average minimum wage of bakers in Glasgow before the present award was made was 60s. per week; this will now be raised to 67s. 6d. per week in accordance with the Committee on Production's ward.

The executive committee of the Jewish National Labor Council of Great Britain has issued an appeal to labor parties and leaders all over the world asking them to help in putting an end to the anti-Jewish massacres in Poland and Galicia by publicly condemning them. The resolution, the text of which has been received by the provisional Zionist committee in this country, asserts that the censors of Austria and Germany have been at great pains to suppress the news of many pogroms which have occurred recently in Poland and Galicia. Nevertheless, the National Labor Council is in possession of facts concerning excesses in many towns in the territory now occupied by the Austro-German armies.

The strength of the organized labor movement in Mexico is now estimated at about half a million workers. The only industries nationally organized are the mining and textile industries and the railroads. The miners in particular are strongly organized in three States. Mexican labor can now be brought into the United States for work on mines and railroads, as a result of the action taken by the Department of Labor in removing certain restrictions on labor movement from the republic to the south. An event of international importance, it is expected, will be the international labor congress at Laredo, Texas, November 13, when American and Mexican labor will confer on matters of common interest.

Nearly 5,000 returned soldiers, so much disabled that they could not return to their pre-war vocations, have been offered courses in industrial re-education by the Department of Soldiers' Civil Re-establishment, of Canada, the experience of which organization has guided the United States War and Labor Departments and the Federal Vocational Board in similar work. The largest number of men to graduate from courses in any one month was 286, last June. The total number of graduates at that time had reached 767. Only 302 soldiers have refused to take the courses offered them, and only 442 have failed to complete them. Of the 442, many were released temporarily, to allow them to engage in summer work on farms.

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Aalto, Harry	Kakanson, Axel
Anderson, Sven	Hammarquist, Gust
Breien, Hans	Hausman, Charles
Blecha, Alf	Hoel, Jack
Bergh, Borge	Halvorsen, Harry
Clay, Henry	Hanson, Aug. -1134
Collins, Ed.	Irmy, Fred
Eklund, Swen	Johnson, Ole
Ellingson, Billy	Johnson, Chas. A.
Folvig, Ludvig	-2044
Fosberg, Leonard	Jonassen, Johannes
Flotman, G.	Jacobsen, Telegram
Frost, Peter	Johansen, Fred
Gundersen, Fred	Johansson, A. -1874
Grassen, Joe	Johansen, C.
Galleberg, Martin	Jensen, Just. H.
Gunerud, Thorvald	Koff, Michael
Goffle, Le Wm.	Kruger, G.
Holmstrom, Fritz	Kallas, M.
Holmstrom, Hjalmar	Letchford, A.
Hansen, Adolph	Lechemus, Bill
Hakanson, Axel	Lill, Karl
Larson, Gust.	Petrow, Fred
Lyngnes, Chris	Petersen, Aage W.
Louis, Jose M.	Quinn, Wm.
Miller, John	Raaum, Harry
Mourice, Francis	Rytko, Otto
Monson, Chas. C.	Rasmussen, J. A.
Nordling, Frank	Shileman, F.
Nurmi, Taini	Stringer, E.
Norstrom, Hans	Seppel, P.
Nelson, D. -1099	Solvin, O. E.
Olsen, Ole W.	Steen, Ivar
Olsen, Andrew	Suni, A.
Pederson, Carl	Salo, Oscar
Pitkin, V.	Terkkl, Arthur
Peterson, K. E. -903	Thornlund, John N.
Pederson, John	Williams, Edward A.
Peterson, Hugo	Warkala, John
Paterson, C. V.	Yeoman, W. E.
Pelz, Fritz	Zunderer, Theo

IMPORTANT MAIL QUESTIONNAIRES.

Anderson, Jack John	Lonnquist, John
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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

Pacific Coast Marine.

Owing to the big increase in the launch business on San Francisco Bay there is now a considerable scarcity of river and bay craft. The boatbuilders are so busy with war work that it is difficult to get new vessels.

A case of smallpox at the United States Shipping Board's training station at West Seattle resulted in the quarantining of that station for the second time in two weeks, the former occasion being the prevalence of influenza.

Nearly one hundred humpback whales art having a joyous time along the California coast between San Francisco and Santa Barbara, according to reports by several incoming craft. The big leviathans played all about the ships for nearly one hundred miles and the passengers possessing cameras took snapshots. Off Point Loma some of the whales played so closely to the rocks that a small boy could easily have reached them with a rock.

Representatives of San Francisco and Tacoma port improvement associations appeared before the Port of Seattle Commission during the past week and were given full information as to existing as well as proposed projects in this district. The commission adopted a resolution condemning the Federal authorities responsible for the negligence shown in the proper marking of Alaska waters, which is blamed for the loss of the "Princess Sophia," with all on board, last week.

The loss of vessels forced upon the Matson Navigation Company when the Government commandeered so many of their big liners is now being offset by the assignment of a large number of steamers and sailing ships. Port Captain Charles W. Saunders stated during the week that the company was now operating forty-three vessels and that another was on the way. Many of these vessels are of the small "jitney" class, but the aggregate tonnage is a good deal bigger than the company ever controlled before.

During the month of October sixteen vessels loaded at the mills in the lower Columbia River district and their combined cargoes amounted to 13,352,128 feet of lumber. Fourteen of these vessels, carrying 11,800,000 feet went to points in California, while two laden with 1,552,128 feet of lumber are en route to foreign ports. In the same period fourteen vessels loaded 9,768,110 feet of lumber at the up-river plants, making a grand total of 23,120,238 feet of lumber that left the Columbia River in cargoes during the past month.

The United States Shipping Board Emergency Fleet Corporation has ordered the construction of seven seagoing towboats to be used at San Francisco and vicinity, according to report on the water front. Frank Stone will build the tugs at his east bay plant, and they will be turned out as fast as possible. At present most of the towing hereabouts is done by the Red Stack tugs. It is said the new tugs will be 150 feet in length, with thirty-foot beam and seventeen feet draft. Each will be of 1000 horsepower, with triple-expansion engine.

Two 8800-ton steel vessels were launched from Portland yards on October 26. The steamer "West Zeda" took her initial dip from the ways of the Northwest Steel Company, and the "West "Kobalt" from the plant of the Columbia River Shipbuilding Corporation. Both are of design similar to those previously constructed at the two yards. The "West Zeda" was launched at noon and the "West Kobalt" at 2:30 p. m. The two ships will be completely oufitted at their respective yards and then turned over to the Emergency Fleet Corporation to be assigned to operating companies.

Contracts are reported to have been signed for the construction in Portland (Ore.) of a steel rolling mill and plant, at a cost of $700,000, by the Pacific Coast Steel Company. The work of building is to proceed under rush orders. The first structures to be erected will be the mill building and open hearth building. They will be of all-steel construction. A number of auxiliary buildings will follow promptly. The capacity of the plant will be 250 tons daily. All manner of steel for use in shipbuilding except plates will be manufactured, and it is expected the greater part of the output will be used in Portland shipyards. Plants similar to the one to be installed in Portland are operated at San Francisco and Seattle by the Pacific Coast Steel Company.

The wooden steamer "O. M. Clark," owned by the Charles H. Higgins Company of San Francisco, was destroyed by fire in Norfolk Bay, Virginia, October 27, according to advices received by the marine department of the Chamber of Commerce. The vessel was loaded with coal and the flames burst forth so suddenly that Captain Sundberg and his crew—all shipped from San Francisco—were compelled to jump overboard and swim ashore. All escaped safely to the shore. The "Clark" is a nearly new craft, having been built at Hoquiam, Wash., in 1913. It had a length of 200 feet, 41 foot beam, a depth of hold of 14 feet and was 480 net tons. The advices do not state whether the vessel will be a total loss.

Sudden & Christensen during the past week welcomed the return of the steamer "Raymond," which was dispatched from San Francisco a few months ago with a crew of wreckers to salvage the British bark "County of Roxburg" in the South Seas. The vessel had the wrecking gear on board, and in addition 500 tons of copra loaded at Papeete. The passage from Tahiti was made in twenty-four days, the vessel calling at Honolulu. The gear was taken to the South Pacific with the intention of moving the British wreck from the sands of the beach into the deep water of the lagoon, but upon arrival it was found that the old craft had rusted so badly that it would never float after being shifted. The abandonment of the venture means the loss of a considerable fortune to the local firm.

Withdrawal by the United States Shipping Board of the Pacific Mail Company's steamships "Venezuela" and "Santa Cruz" from the East Indian and Oriental service has stirred the shipping and commercial interests of San Francisco to protest on the ground that it is a hard blow to the hopes of trade expansion across the Pacific. A campaign was begun last week to urge the Government to reconsider the order. This order, which was issued by Acting Director C. W. Cook, of the United States Shipping Board, notified the Pacific Mail Steampship Company that the two liners, constituting two important units in the American chain of passenger and freight communication between San Francisco and the Far East, has been withdrawn from the service for operation elsewhere. Both vessels were commandeered in October, 1917, and were permitted to be retained on the transpacific run with the understanding that the Government might take them off whenever they were needed.

The Hobbs-Wall steam-schooner "Mandalay," which was stranded near Crescent City a week ago and later taken in tow of the steamer "Necanicum," is now again beached at Wilson, near the mouth of Klamath River, and is breaking to pieces, it was announced in advices just received. The vessel was badly waterlogged and nearly on its beam ends when the weather became unfavorable and the tow-line broke. Before the line could be connected again the "Mandalay" was driven close to the shore and then beached in an exposed position where the big seas proceeded to break over the wreck. No hope is now entertained of saving the craft. The captain and all of the crew are safe. Hobbs, Wall & Co. will sustain the entire loss, as the insurance men here report that this firm carries its own insurance. The "Mandalay," of 438 gross tons, was built at North Bend., Ore., for the present owners in 1900 and has since that time been used as a lumber carrier. The craft is well known and this is the first serious accident that she has encountered. Captain Lofstrom was her commander for several years.

Fifteen members of the crew of the "Star of Poland," of the Alaska Packers' Association's fleet, which was wrecked on the Japanese coast, eighty miles from Yokohama, arrived from the Orient on the Dutch steamship "Rembrandt" during the week. Captain J. B. Larsen had arrived previously. The wreck resulted in the death of Seaman John Ludvigsen, who was drowned while attempting to swim ashore. The vessel is a total loss, but a portion of the cargo of cocoanut oil in cases and lumber cargo which was en route from Manila to this port has been salvaged. According to one of the wrecked mariners, the vessel fell a victim to a terrific typhoon and was thrown upon the rocky shore about a quarter of a mile from land. When the weather moderated the officers and crew donned life preservers and swam ashore. This involved a big swim, as the men had to round a point of rocks. Ludvigsen did not have a life preserver on. One of the survivors said that the American representative at Yokohama failed to supply sufficient clothing to the men, each sailor receiving but a single shirt, which had to be washed at night and dried over one of the hot-air exhausts on the "Rembrandt." He also exhibited paper-soled shoes, which were all broken up, and explained that all of the men came over the Pacific with wet feet.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

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(Continued on Page 11.)

The Seamen's Journal

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Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 6, 1918.

RECONSTRUCTION PROBLEMS.

The great war is coming to an end.

It may take years before the internal affairs of Russia and the two defeated Central Powers can be adjusted to a real peace, but so far as our own country is concerned we shall be face to face with reconstruction problems in a very short while.

The Federal Government has a proposal for the appointment of a National Commission on reconstruction and in several States the Governors are beginning to talk about the coming period of demobilization.

Very little, if anything, has been done in this direction by the organized workers of America. Here and there a committee has been appointed to study the problem, but in the main the labor movement, in common with all America, has concentrated on the immediate issues of "winning the war."

So far as American labor is concerned there is nothing definite in the future. Unlike the British labor movement, which has concrete and well-grounded economic and political proposals for the after-the-war period, the American labor movement has scarcely commenced to give serious thought to the subject.

The employing group in America, and particularly the anti-union element in that group, seem to have certain well-defined notions as to what should take place when our fighting boys return to civilian employment. Their plan is simplicity itself. Read and digest these excerpts from a recently published statement by Mr. Stephen C. Mason, president of the National Association of Manufacturers:

> In the present period of inflation the chief gain has been to the wage-earner; and unless proper preparation is made for the after-war readjustment, the wage-earner is likely to be the chief sufferer. That portion of labor which presents a string of ever-growing demands ignores the fact that upon the conclusion of peace millions of fighting men will be ready to return to their former occupations. The supply of labor will then equal and likely exceed the demand, and those groups now in a position to make exorbitant demands will find their power gone. Once more wages will drop to a normal and reasonable level.
>
> The present period is one of abnormal prosperity for the wage-earner. Mechanics who formerly earned four to five dollars a day have increased their earnings to eight and nine dollars a day, and the standards of living have been keyed up to this income. The big question to consider is: will the people who have been enjoying the advance due to war conditions be able to adjust their standards of living rapidly to meet new conditions?
>
> It is unfair to workers to let them imagine that the present scale of wages can continue, for, under this delusion, the proper measures of economy and thrift are likely to be ignored. Far better to consider the situation at once and plan ways to meet it.
>
> It is a duty to wage-earners to make them understand the situation that is likely to confront them, so that they will not have to face it totally unprepared.
>
> The producer and manufacturer must make every preparation to conduct his business as economically as possible to meet the keen foreign competition for world markets which will begin upon the cessation of hostilities. In order that the American manufacturer may hold his own in foreign trade and in the home markets, in competition with foreign-made goods, it will be essential that his production costs be as low as possible; consequently, he can not afford to disregard the important item of the pay-roll.

Truly, here is a perfectly beautiful word-picture of what is expected by the big employers.

We all know that during the past few years the purchasing power of the dollar has just about shrunk in half and that the worker who has only doubled his wages during this period is no better off than he was before.

Of course, the vast and overwhelming majority of American workers have not doubled their wages and thus, notwithstanding seemingly high wages, they have had a more difficult task than ever to make both ends meet.

But, judging by the spokesman for the Manufacturers' Association, the workers have been the chief beneficiaries of inflation. And those who have not saved enough during this alleged war prosperity will be up against something akin to starvation very, very soon.

The great spirit of a new America, the common desire to work together to win the war for world democracy, will be swept away before we know it. If not, why this untimely rejoicing that the organized groups of workers, who have just held their own in the matter of meeting the high cost of living, "will find their power gone"! And why concentrate on wages in talking about the "drop to a normal and reasonable level."

What is this level?

Is it to be the after-the-war level of our present Comrades-in-arms when the old fierce and bitter competitive struggle for world markets has been resumed?

Surely, these are problems that cannot and must no longer be ignored by the organized workers of America. Preparedness for Peace must no longer be sidetracked or shelved.

Why wait for the National Association of Manufacturers to tell us about "the situation likely to confront us"?

Why cannot the Executive Council of the American Federation of Labor arrange for an immediate Preparedness-for-Peace conference at which each affiliated National and International Union shall be duly and fully represented?

COMPULSORY WORK LAWS.

The JOURNAL has already called attention to certain compulsory work provisions in laws enacted since our country's entry into war. Two additional States—i. e., Rhode Island and Montana—have now joined the group of States having such provisions. Besides these State laws there are the Selective Service regulations, promulgated by the Provost Marshal General, which require that draft registrants who are not actually in the service, shall be engaged in productive occupations or employments. A bill has also been introduced in Congress as the first step toward a law for the District of Columbia of a nature simliar to those of the States named.

The law of Rhode Island requires employment at some service "necessary and essential for the protection and welfare of this State and the United States," for a period of 36 hours per week, the possession of property or income being no defense. The act applies to able-bodied male residents "between the ages of 18 and 50 years," and is to be in effect on the issue of a proclamation by the Governor. On claim of inability to find employment, persons may be assigned to service on undertakings of the State or any subdivision thereof, the duty of making assignments devolving upon the Commissioner of Industrial Statistics.

Possibly the fact that Montana is an equal suffrage State accounts for the order just issued by the Council of Defense of that State requiring employment of both male and female at "some legitimate occupation" for at least five days per week for the period of the existing war.

The bill introduced in Congress, and applicable to the District of Columbia, would bring under its provisions able-bodied males "between the ages of 18 and 60 years," requiring each such person "to habitually and regularly engage in some lawful, useful, and recognized business, profession, occupation, or employment whereby he may produce or earn sufficient to support himself and those dependent on him." Possession of property is not a defense, and delinquents are to be required, as a part of the penalty for their non-compliance, to work on the public roads or streets or some other public work of the District.

Compulsory work laws like compulsory arbitration in labor disputes are scarcely justifiable among self-governing peoples, except as war measures. However, there is one great redeeming feature about these compulsory work laws. They require all, including the bloated aristocrat, to perform some really useful labor.

DEMOCRACY AND PROFITS.

While discussing the action of the United States Steel Corporation in advancing wages and granting the basic eight-hour day and, at the same time, continuing its refusal to recognize the unions, Secretary Frank Morrison of the American Federation of Labor said: "The trade-union movement insists that high wages and kind masters is not democracy."

Well said, Brother Morrison!

Democracy still has a higher aim and nobler vision than the generously well-filled dinner pail. Democracy is government by the people—in fact as well as in name!

Of course, this ideal of a real Democracy is far beyond the horizon of America's plutocracy.

The 1917 profits of the United States Steel Corporation were $457,685,000. Its pre-war profits amounted to a measly $63,585,777.

Under the circumstances why should a steel corporation magnate bother his head with the ethics of applied Democracy?

Every child sacrificed to the factory system is a potential rebel against all forms of industry.

"MENTAL RESPONSIBILITY."

The security of navigation depends a great deal upon the degree of mental responsibility of the men in charge of the bridge, and men suffering from brain fag due to overwork cannot be expected to exercise that degree of sound judgment which is the best guarantee against accidents. Glaring errors in navigation due to mental weariness induced by long hours of duty have been the cause of many shipwrecks, and now more than at any other time it is wise to bear in mind that "there is safety in a multitude of counsellors." The idea that the captain is infallible, and is "monarch of all he surveys," and that he ought not to be told that he has made a mistake, should be put out of the ways of the practical life of to-day.

This poignant comment is from the editorial pages of "Nauticus," an independent shipping journal of New York.

The word "independent" is used advisedly, because there is only "one" lone voice in that particular group of trade journals which would dare to speak of "brain fag due to overwork."

No other so-called shipping journal in America—always, of course, excepting the paper owned and controlled by the organized seamen—could retain its staff of life—i. e., its advertising patronage—in the face of such frank criticism.

All of which is a mighty fine, but well-deserved, testimonial to our most esteemed contemporary "Nauticus." May it continue to prosper and grow just as long as its editorial policy is directed along that frank, free and fearless course which has characterized that publication since inception.

The beneficial provisions of the soldiers' and sailors' insurance law have reached into the remotest corners of the United States; in millions of homes they have brought peace and comfort and material assistance that was needed. In its twelve months' existence the War Risk Insurance Bureau has written nearly $35,000,000,000 of insurance, insuring more than 90 per cent. of our fighting forces. It has paid more than 5000 death and disability claims and is paying monthly installments of insurance on more than 9000 death claims. It has paid out $200,000,000 in allowances and allotments to families and dependents of soldiers and sailors. It has given to every soldier as he went into battle, every sailor on the submarine-infested seas the assurance that those dependent on him will be cared for in case of death or injury to him.

Havelock Wilson, president of the National Sailors' and Firemen's Union of Great Britain and Ireland, is again a member of Parliament. He was an unopposed coalition candidate for South Shields. On behalf of the organized seamen of America the JOURNAL heartily congratulates the new M. P. If seamen ever needed a spokesman in Parliament they surely do so now and during the difficult period of demobilization and readjustment which seems to be close at hand. Havelock Wilson is eminently qualified to champion the cause of seamen. He has had previous parliamentary service and has been active in the British Seamen's Union practically all his life. No man has a better personal acquaintance with the trials and tribulations of Britain's hardy and courageous seafarers. More power to the sailor in the House of Commons!

The basis of the shorter workday movement is recognition of the truth that man does not live to work, but works to live.

MOBBING THE MOBBERS.

What Happened in Boise, Idaho, When "Respectable" Thugs Attempted to Break Up a Political Meeting.

Out in Boise, Idaho, which is in the center of a very large irrigation tract, the farmers have been close students of the psychology of mobs.

A. C. Townley, national president of the Nonpartisan League; Governor Frazier of North Dakota, and the league's nominee for the governorship of Idaho, H. F. Samuels, were all scheduled to speak at a big league rally recently held in the capital city. A few self-styled patriots, politicians and representatives of the Idaho power trust, clubbed together in a so-called "defense league," and issued a mandate that, while two of the men on the program might speak, A. C. Townley should never speak in Boise. A spineless mayor and the police department assumed a nonchalant attitude in the face of threatened mob law.

The sheriff of the county, Emmett Pfost, happened to be a farmer's son, who was not actively seeking reelection. Twenty-four hours after the edict had been proclaimed by the "pie-counter" bunch, 300 farmers, husky sons of toil, slipped into Boise very quietly and were sworn in as deputy sheriffs.

That night the largest theater in town was packed. An overflow meeting in the nearby park was shut down by the police. Meanwhile the North Dakota governor and Mr. Samuels were wildly cheered by an inside crowd of over 2000 people. Townley was seen in the audience and was given an ovation. "We want Townley," was contagious. The theater manager, however, refused to let him speak. The crowd unanimously voted to adjourn to the Capitol steps, one block away (which was outside the jurisdiction of the city police) and give A. C. Townley the right of free speech. If he made a seditious speech they would stop him. If he were 100 per cent. American they wanted to hear him.

A hundred and fifty would-be mobbers, the so-called "defense league," of politicians, quickly gathered on top of the Capitol steps. When Townley started to speak this mob formed a wedge like the old "flying V" of ancient football days, and started to clean up the Nonpartisan League. The long-looked-for happened. Until past midnight this group of 300 husky farmer deputies had been patiently waiting for just such a move.

These sturdy farmers had read about how their brothers in North Dakota had been told to "go home and slop the hogs." They had heard how a group of politicians had driven the Farmers' Equity Society out of Fargo, N. D. They knew of the Walla Walla outrage, where the Farmers' Grange state convention had been expelled by a bunch of plug-uglies, directed by political henchmen. That was enough.

These Boise valley farmers all agreed that no outrage like that would happen in their State capital. In two minutes it was all over, including the shouting. The farmers "mobbed the mobbers." The deputies had Nonpartisan League buttons on and knew each other. Their muscles had been resting all day. Their blood was aroused. When the would-be mobbers woke up the county jail and the courtyard and the heavenly stars, mingling with a new kind of stars, and aching heads, were all so confusing that they are still asking how it all happened. It looked like a free-for-all, but there was a system in it which justifies organization. I have seen many a football game and college scrimmage, but I never saw better team work than that exhibited by that group of farmers fighting for free speech and in defense of the law.

A representative of the power trust, Karl Paine, the leader of the defense league mob, was hustled on to jail, the son of an ex-Governor, and other politicians who led the mob, were lined up against the stone baluster by angry deputies and compelled to listen to one of the severest castigations from the lips of A. C. Townley ever heard in the city of Boise.

In two minutes everything was quiet and peaceful. . . . The farmers fairly ate them raw. The mob vanished in thin air. Five thousand farmers and Boise citizens madly cheered the outcome and then for over two hours listened to a midnight patriotic speech by Townley, delivered on the State Capitol steps. Hundreds of citizens who came there skeptical, prejudiced by rumors and the kept press, learned for the first time what the Nonpartisan League really was. The farmer deputies had read Wilson's anti-mob proclamation, had read Secretary of War Baker's anti-class hatred appeal. These farmers determined that Wilson and Baker should be obeyed. Free speech is quite logical and convincing when mobs flee from fear.

Mr. Townley is under no indictment; there is no warrant out for his arrest, and all these facts were well known before the meeting. But this typical mob determined the farmers should not have the right of free speech. They would override the law and every constitutional safeguard. This brilliant flanking success of "mobbing the mobbers" has caused all Idaho to laugh at the Boise bullies.

The next week in the election the Nonpartisan League drafted the sheriff for reelection. He

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 4, 1918.
The weekly meetings are postponed in compliance with the order as issued by the San Francisco Board of Public Health forbidding all public gatherings as a precautionary measure against the spread of Spanish influenza.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Oct. 28, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Oct. 28, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Oct. 28, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Oct. 28, 1918.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Oct. 28, 1918.
No meeting; no quorum. Shipping slack.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Oct. 28, 1918.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Oct. 28, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 21, 1918.
Shipping good; prospects fair.
R. H. BLACKWOOD, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Oct. 31, 1918.
The regular weekly meetings are postponed in compliance with the order as issued by the San Francisco Board of Health forbidding all public gatherings as a precautionary measure against the spread of Spanish influenza. Shipping fair; plenty of members ashore.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Oct. 24, 1918.
No meeting. Meetings are prohibited by order of the Board of Health. Shipping good.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203. Phone Main 2233. P. O. Box 214.

DIED.

The official list of deaths will be found on page 11.

Two additional floating dry docks capable of taking the largest ships afloat, have been recommended for San Francisco to Washington by Rear-Admiral H. H. Rousseau, manager of the division of ship plants of the Emergency Fleet Corporation, who has been in San Francisco several days surveying the local shipping field. Additional repair facilities also are requested, although the Admiral said San Francisco already was well supplied in this respect. "You need two more large dry docks," said Admiral Rousseau. "I have made recommendations that I hope will result in their construction, although nothing definite has come from Washington yet. The docks would be capable of taking on ships of 10,000 tons dead weight." Although he denied his mission to the Coast had anything to do with the stopping of construction on the Liberty shipyard, which the Government was building at an estimated cost of $20,000,000 to construct troopships and large liners, Admiral Rousseau said he understood the work would not be resumed. "I saw a telegram to the contractors saying the Fleet Corporation had definitely decided to suspend construction work permanently," he said. The plant is not needed, he added, for the construction of cargo vessels, as the country is having trouble supplying steel for the yards now building steel vessels.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Tired of waiting for Postmaster-General Burleson to make good his announcement of more than a month ago, that all telephone and telegraph employees who had been discharged because of their union membership and activity would be reinstated, the Commercial Telegraphers' Union yesterday appealed to the National War Labor Board to bring him into line. At the office of the Telephone and Telegraph Administration the hint was given out last night that the reinstatement of the 700 men and women who have been victimized for unionism "might" be ordered very soon.

President Konenkamp of the telegraphers said to-day that the War Labor Board would hear the complaint within a few days, since it is an appeal for the reopening of the original complaint made against the Western Union Telegraph Company and the Postal Telegraph-Cable Company early in the year, which led to the taking over of the wires by the Government. The case was suspended by the War Labor Board when Burleson notified the board that he was going to reinstate the locked-out men and women. He was cited by the secretary of the board yesterday to answer the charge of the union that his promise had been a mere "scrap of paper."

It appears that active trade unionists in the wire service are still being dismissed on flimsy pretexts, and that the real reason for their dismissal can be found in the fact of their trade unionism. The 700 victims of this discrimination who have failed to secure the promised reinstatement to seniority rights and to their former work in the wire service are located in Seattle, St. Louis, Atlanta, New Orleans, New York City and one or two other places.

* * *

President Wilson has not yet proclaimed the scheme for "stabiliaztion" of wages toward which the War Labor Policies Board has been working for some months past. The Policies Board at first attempted to get the big international unions to agree with the organized employers to some plan of "standardization" of wages, but the unions could see nothing in that plan except a maximum wage, and they refused to take it up. Then Chairman Frankfurter of the Policies Board formulated, with his associates, a plan for creating a continuous board for adjustment of wages in each war industry, and a central board composed of the scheme for "stabilization" of wages the chairmen of the various wage adjustment boards, this central board having the authority to "advise" each of the adjustment boards against granting any wage that would be high enough to attract men away from other war industries.

This ylan—of which the essence is the central board which would control the

This plan—of which the essence is the action of the various adjustment boards—has now been submitted to the President. And on the seventh floor of the Labor Department building there are offices fitted up, with the sign on the door, "Inter-Departmental Adjustment Board."

To the plan, it seems, the National War Labor Board has refused to become a party. Refusal was given in an open meeting of the War Labor Board last week, at which Mr. Frankfurter was told by Mr. Taft that the War Labor Board is a judicial body, to which all awards by the adjustment boards can be appealed. In other words, the Taft-Walsh board reserves the right to increase the rate of pay granted by any of the wage adjustment boards in the Frankfurter organization, if it considers the "stabilized" wage too low.

Meanwhile, the Policies Board makes public a most important statement upon the conditions which must be maintained for the women employed in war industries. As stated in this correspondence last week, the Women in Industry Service formulated this statement, and Secretary Wilson approved it.

"By vote of the War Labor Policies Board," it says, "all contracts of the Federal departments now contain a clause requiring full compliance with State labor laws, and in each State an official of the State labor department is deputized by the heads of the contracting departments of the Federal Government to co-operate with the Federal agencies in enforcing these provisions of the contracts. . . ."

Then it sets forth the new and mandatory provisions which will be written into all war contracts. The summary of required standards includes:

"1. Daily hours: No woman shall be employed or permitted to work more than eight hours in any one day or forty-eight hours in any one week, except that in cases of emergency women may work overtime provided that the total working day, inclusive of overtime, shall not exceed the legal working day in the State and shall never exceed ten hours as a maximum.

"2. One day of rest in seven: Every woman worker shall have one day of rest in every seven days.

"3. Time for meals: Every working period shall not exceed four and a half hours, and at least one-half hour shall be allowed for a meal if the working day is eight hours or less. If the working day is longer than eight hours, at least three-quarters of an hour shall be allowed for a meal.

"4. Night work: No woman shall be employed between the hours of 10 p. m. and 6 a. m. unless the plant holds a special certificate issued for this purpose by the Secretary of War or the Secretary of the Navy, with the approval of the Secretary of Labor.

"Wages: Women doing the same work as men shall receive the same wages with such proportionate increases as the men are receiving in the same industry.

"Working conditions: Regulations with reference to shop sanitation and the safety and comfort of the workers, adopted by the War Labor Policies Board, which are not in violation of the statutes of the United States or of the State in which the work is performed, and orders issued by duly authorized inspectors for the carrying out of such regulations, shall be complied with by all contractors upon notice thereof.

"Home work: No work shall be given out to be done in rooms used for living or sleeping purposes or in rooms directly connected with living or sleeping rooms in any dwelling or tenement."

The section relating to hours of labor will not be placed in any contracts until January 1, 1919.

A series of recommendations, additional to these mandatory provisions to be placed in war contracts, is also announced. There are, for instance, the recommendation of a Saturday half-holiday, and a ten-minute rest period in the middle of each working period, without increasing the length of the working day. There are recommendations that the minimum wage paid to women should cover the cost of living for a family, just as is the case for men; also, that the employer be made to prove his case if he claims that the cost of production where women are employed on a certain job is greater than for men, and hence women should accept a lower wage than men for that kind of work. Further recommendations cover sanitary management of the shop, introduction of women into new positions, employment management, etc.

Finally, the women employed in war industries are urged to call upon the Women in Industry Service, Department of Labor, Washington, or upon the local, State or Federal agencies established to deal with conditions of labor, for any information as to the conditions in these industries.

* * *

The forthcoming conference between spokesmen of the labor movements of the United States and of Mexico, to be held at Laredo, beginning November 13, is arousing great interest, apparently, among the Latin-American workers. The Pan-American Labor Press, published at San Antonio by the American Alliance for Labor and Democracy, and edited by John Murray, Santiago Iglesias and James Lord, tells of widespread favorable comment on the enterprise. Even the Peruvian papers are calling attention to the plan for an actual Pan-American Federation of Labor, for the creation of which this Laredo conference is a preliminary move.

Murray, Iglesias and Lord have been doing a difficult and almost thankless task—thankless because so little understood in this country—in bringing the Mexican and, indeed, all Latin-American wage workers to see that they can build up as strong a labor movement as exists to-day in the United States. President Wilson is now helping them in this task. President Carranza of Mexico is not unfriendly. The Laredo conference will probably go far to increase the respect of Americans for the Mexican worker, and to make even the most blind of our American editors understand that it was the high character of the labor agitators in Mexico that made possible the triumph of the Constitutionalists and the adoption of the broadly liberal constitution under which the Mexicans now live.

This Laredo conference calls upon the world to take notice that in the view of the American worker the Mexican worker, too, is a man and a brother in the labor movement.

THE YANKEE WHALERS.

The earliest phase of American Antarctic exploration was due to the ambitious energies of Connecticut whalers, whose commercial and professional instincts compelled them to seek an extension of profitable sealing grounds. As is well known, the daring pioneer voyages of American gshermen successfully exploited in the nineteenth century even the most remote seas, and thus brought into our national coffers whaling products to the value of $332,000,000 from 1804 to 1876.

"FIFTH SENSE" AND THE SEXTANT.

Among the ideas as to navigation that have been displaced by science is the inaccuracy of most observations made with the sextant. It is very hard to make the average navigator comprehend that the sextant is not an instrument of precision and that it is of inconsiderable power and little accuracy—as astronomical instruments are rated. The reason why is that a powerful telescope with a large field cannot be fixed upon it. Power in a telescope means length, and the longer the telescope the more difficult it is to keep the sun in view, when it requires a man with well-trained sea legs to keep the instrument from wavering about over a sky space one thousand million times larger than that occupied by the earth.

In some sort, the sextant does its work fairly well for certain navigational purposes, but its use is strictly limited among navigators who understand the latest words of science. The observation of the sun at noon is made to ascertain how high the sun rises that day above the horizon of the ship's place; when that is known, as well as how far the sun is north or south of the equator, which is to be found in the nautical almanac, then the master knows the latitude of the ship at noon. The observation is the simplest possible, because at noon the altitude of the sun is changing very slowly. As the term accuracy is understood in these days of mathematics applied to navigation, such an observation depends in great part upon the mature judgment of an observer who handles the sextant so long as to be imbued with what might be termed a fifth sense.—"Nauticus."

ANCESTORS OF SUBMARINES.

Here is some interesting evidence, given by Kumagusu Minakata of Tanabe, Kii, Japan, both in a Tokyo journal and in the London "Notes and Queries," of the existence in the seventeenth century of Far Eastern ancestors of the modern submarine and ironclad (says the "Christian Science Monitor"). Kuki Moritaka was bidden by Eeyasu, during the winter siege of Osaka Castle in 1614, to build four "blind boats to stop the musketry firing from a turret which was annoying his army considerably. Kuki thereupon constructed some 'blind boats, manned them with his soldiers, advanced therewith submerged in the moat, and crushed the turret with his cannon. Thence was made known how to build a 'blind boat' as it had originally been invented by Lord Kuki." This is the evidence of an anonymous writer of the year 1700, or thereabouts.

As for the ironclad, its existence in Japanese waters in the seventeenth century is vouched for by Captain John Saris, who says in his "Journal of the Voyage to Japan in 1613": "About eight or tenne leagues on this side the straights of Semina-Segue (Shimoniseki) we found a great towne, where they lay in a docke a junke of eight hundred or a thousand tunnes burthen, sheated all with yron, with a guard appointed to keep her from firing or treachery. She was built in a very homely fashion, much like that which describes Noah's ark unto us. The naturals told us that she served to transport souldiers into any of the Islands, if rebellion or warre should happen."

WAR-TIME LABOR LAWS.

Advances in labor conservation mark the first year's war legislation, according to the annual Labor Legislation Review, just issued by the American Association for Labor Legislation.

"Congress and the twenty-two States and Territories which this year held legislative sessions," says the Review, "have almost unanimously insisted on upholding, enforcing and extending labor laws."

Most significant of the new enactments are the vocational rehabilitation laws, it is asserted. The United States has undertaken to re-educate crippled soldiers and sailors for their return to industrial life, while Massachusetts has gone a step further and provided vocational rehabilitation for the great army of workers crippled every year by industrial accidents. Special legislative appropriations were made by both the United States and Massachusetts to develop an employment service for rehabilitated persons.

The emergency employment service for war workers established on an extensive scale by the Federal Government, although developed without legislative sanction, the Association points out, will almost undoubtedly be made permanent by legislative enactment in the near future.

Further safeguards were thrown about the labor of women and children in Louisiana, Maryland, Massachusetts, New York, Rhode Island, Virginia and Wisconsin.

In the field of social insurance, Virginia became the thirty-eighth State to adopt workmen's compensation, and Kentucky, Louisiana, Massachusetts, New Jersey, New York and Porto Rico liberalized their compensation acts. Four States now base compensation for injuries on 55 per cent. of wages, four on 60 per cent., three on 65 per cent., and six on 66 2/3 per cent. In eight States official commissions have been making surveys of sickness conditions among wage earners, with a view to health insurance legislation.

SWEDISH DIVING BELL.

A rather ingenious diving bell, designed by Engineer Sven Hultin, of the Gothenburg Public Works Department, is being used for the construction of the new harbor works at that place. The essential feature of the bell is that it floats, when required, and can be removed from place to place, thus economizing a considerable amount of time and labor. The principle on which it works is exactly the same, it is stated, as that which may be observed when a glass is placed in water upside down. The bell, which is 30 ft. long and 22 ft. broad, is raised and lowered from a floating platform by four hanging screws electrically operated. As soon as the bell is down to the required level, air is pumped in and the water driven out. It is provided with a suitable entrance for the diver and special appliances for lowering cement, tools, etc. Between the outer and inner walls are tanks, which as soon as the bell reaches the proper position are filled with 96 tons of water to keep it in position. Light is provided by windows in the roof and by electric lamps.

Organized labor has need to distinguish clearly between its friends and its mere favorites.

COLLECTION OF SALMON EGGS.

The Bureau of Fisheries reports that 20,000,000 sockeye and 1,365,000 humpback salmon eggs had been secured at the station at Yes Bay, Alaska, from August 29, when collections began, to September 20. If the collections are sufficiently large 1,000,000 humpback eggs will be sent to the Maine stations for the continuation of the acclimatization experiments undertaken several years ago. Later in the year it is hoped to send a second consignment.

Salmon eggs have also been collected at the station at Afognak, Alaska, and up to August 20 the number taken was 36,926,000 sockeye and 8,697,000 humpback eggs. Plans are now in progress to ship 25,000,000 sockeye eggs to be developed at certain Federal and State hatcheries in Washington and Oregon; the remainder are to be furnished to the British Columbia fisheries authorities for the replenishment of the supply in the Fraser River watershed. About 7,000,000 humpback eggs are to be sent to the bureau's Puget Sound stations and the resulting fry planted locally.

The reformer who advances beyond sight of his fellows frequently doubles on his tracks and heads backward without knowing it.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

sense of public responsibility for unemployment. This is seen in the importance attached to this social ill by those planning conferences on the social problems of today."

The bulletin makes this comment on private employment agencies:

"One's sense of justice is offended at the thought of a willing and industrious worker being obliged to pay for the privilege of applying for a job."

Too Many Babies Die Early.

The Children's Bureau of the Department of Labor states that of the 100,000 babies who die every year in this country before they are one year old, nearly one-half die during the first month of life.

"In many tiny bodies," it is stated, "the flame of life burns so feebly at birth that it is soon snuffed out because mothers were ill or overworked or underfed during the momentous months before their babies were born.

"That mothers themselves realize that the care of the baby must start before the baby is born, is shown by their eagerness to avail themselves of information concerning the hygiene of maternity. The demand for the pamphlet on prenatal care, published by the Children's Bureau, is rapidly increasing.

"At least 15,000 mothers are lost to the United States each year from causes—most of them preventable—that are connected with childbearing. They die because they have not known how to protect themselves during pregnancy or because the surgeon is not within reach at the time of confinement, or because the doctor or midwife who attends them is careless or ignorant. Many other mothers who survive in spite of improper care, are left in a weakened condition, incapable of properly looking after the needs of their families.

"The provision of such care for all mothers would prevent a great waste to our country—a waste that makes itself felt not only in mothers and babies that actually die, but in invalid women and puny children destined for a lifetime of ill health and inefficiency."

Impressed by Co-Operatives.

Returning from a trade union organizing trip through Illinois, H. S. McCluskey, of the Mine, Mill and Smelter Workers' International Union, writes interestingly in the Arizona Labor Journal of his impressions while a visitor to the convention of the Central Cooperative Society at Springfield, Ill.

"The reports," he says, "were full of general interest and proved the necessity of the organization as the last link in the chain that the workers are forging for their liberation.

"The interest of the union movement and the cooperative movement were so closely linked together in the discussion it was difficult to distinguish one from the other. It was shown that for a cooperative store to be successful, it depended upon the stability of employment and a small labor turnover. This meant the necessity for a strong union capable of protecting the interests of its members.

"It was shown where the cooperative store is in successful operation all the merchants had been compelled to pay a living wage to their employees and establish union hours and working conditions; that the cooperative stores were the chief support of union labeled goods in the towns in which they operated, and that the union labor papers were enabled to obtain their share of the advertising from the other merchants of the communities, with the result that the combined influence of the union labor movement, with its union labels and press and the cooperative movement, with its control of the purchasing powers of its members, were not only able to reduce the unreasonable, extortionate and unnecessary increased cost of living, but was a powerful influence in curbing the profiteering tendencies of some of the other independent merchants."

Investigate Trouble Before Men are Paid.

For years trade unionists have insisted that if workers are permitted to present their grievances in a proper manner, much industrial strife would be avoided. This has been denied by employers who talked about "running their own business." The unionists' theory is now accepted by the Curtiss Aeroplane and Motor Corporation of Buffalo, N. Y., whose manager of its employes' service division says:

"It is usually a very easy matter to handle workmen if they have confidence in our sincerity. Our experience has been that they are receptive and appreciative of any effort to give them satisfaction and straighten out their difficulties."

The employment manager—Charles E. Fouhy—writes in the United States Employment Service Bulletin on the corporation's plan to reduce labor turnover by satisfying the worker before he quits.

"No employe," writes Mr. Fouhy "can be paid off without first seeing a representative of the employment department, where the full details of the case are gone over and adjustment made according to the merits of the case. We call this our labor salvage department. And why not labor salvage? We go to considerable bother and expense to salvage material spoiled in the production departments, whereas until very recently we have made no effort to reclaim one of the most important links in any manufacturing endeavor—man power.

"Through our labor-salvage work we have convinced the foremen and superintendents that it is good policy to endeavor to maintain a satisfied working force, and to see that, before a man is discharged he is given a fair hearing and every effort made to satisfy him before it is necessary to come to the employes' service division."

MOBBING THE MOBBERS.

(Continued from Page 7.)

was victorious by a three-to-one vote. The entire Nonpartisan State ticket was nominated. Even the county in which the State capital is located went for the league by an overwhelming majority. "Mobbing the mobbers," from a Nonpartisan League standpoint, is good vote-getting propaganda. It is also destined to become a very popular agricultural diversion among these many Northwest farming States.—Ray McKaig, in The Public.

The importance of the demand for "recognition of the union" may be very well judged by the amount of opposition it encounters from the employing class.

WANTED—MORE CONSULS.

Our merchant marine is rapidly outgrowing our consular service, according to Edward N. Hurley, Chairman of the United States Shipping Board, who urges that steps be taken immediately to provide facilities abroad for handling the millions of tons of shipping which will be afloat under the American flag in peaceful trade when the war is over. Mr. Hurley has made a study of this subject in connection with the developing of American merchant marine and lays the facts before the Nation so that intelligent public opinion may guide Congress when appropriations for the consular service are made this winter.

A story is told by an American consul who served recently at a Spanish port. One of his agents from another port visited him.

"Have you ever cleared a ship flying the American flag?" asked the consul of the agent.

"No, I haven't," was the reply," and if a ship had to be cleared I wouldn't know how to do it."

At Queenstown, Ireland, one of the greatest ports of call in the world, no vessel flying the American flag had touched there in more than nine years until early in 1915, when war and shipping shortage began to take American vessels overseas. This is true of many other great ports abroad and illustrates the shipping decadence which is now being remedied.

Uncle Sam expects to have 25,000,000 tons of merchant shipping within two years. Every ton that can be delivered now goes into the service to France. If peace came tomorrow and our present tonnage were scattered over the world trade routes, the consular service would be inadequate to handle our ships. There would simply not be enough men in the consulates, and they would also work against handicaps of obsolete shipping regulations, and in many cases lack of experience.

"There is no question about the high character of our consular service," said Mr. Hurley. "We have some splendid officials abroad, men who work for Uncle Sam at salaries far below what they might secure tomorrow by leaving the service and entering private employ. There are not enough of them and they are not justly compensated. Several consuls have died or broken down in harness the past year under strain of overwork imposed upon them by war conditions.

"We need more consuls and larger consular staffs. We need them to-day to carry on the increased burden of work. If we do not provide them to-day and prepare for the great growth in our merchant marine and trade after the war I fear that we shall suffer a serious breakdown. The Department of State has work for fully fifty additional men right now, and if Congress authorized such an extension of service, would find the men and send them abroad immediately. Unless Congress meets this war emergency both the Department of State and the United States Shipping Board face the danger of public criticism for inadequate service when peace comes. These departments will really be blameless, but criticism will fall upon them nevertheless.

"There are nearly 100 pages in the United States consular regulations dealing with shipping matters—the clearing of ships flying the American flag, the protection of American seamen and owners, the settling of disputes and the like. Many of these regulations are based on old treaties. Many of them are obsolete. There are differences between treat-

ies with various countries. Our consuls often lack authority to handle matters involving the interests of our sailors and ship owners. These regulations are complicated chiefly because we have had little commerce in American ships. Many of them were excellent in the days of our sailing ships, when they were established. But before we can operate a modern merchant marine we must revise, standardize and simplify this whole mass of regulations and bring them up to the efficiency of other nations' practice.

"Foreign trade in American ships will mean better service to our customers abroad than we have ever rendered in the past. It must be the American manufacturer's aim to take care of his customers in Latin America as well as he does of customers at home. We can't get trade and hold it unless we give American service. A very large part of this service will depend upon United States consuls. They will have to handle a great increase in business connected with American shipments and American ships. They will also be called upon by our manufacturers for information concerning other countries. The time to provide for this service is now, while we are building the ships. We must have more men and they should be adequately paid. Consular service calls for men with college education, plus business experience, plus facility in dealing with people, plus acquaintance with one or more foreign languages, plus technical knowledge of consular duties. We have been asking the men of that caliber to pass a stiff examination before entering the service and then sending him down to countries like Brazil, where living is more costly than in New York, and expecting him to maintain a family and a good position and the national dignity on a small salary. We are paying ship builders better wages than some of our consular employees nowadays, and I consider it one of the finest evidences of patriotism that our consuls have stuck to their posts and died in harness during these war times, when by merely resigning and accepting private positions they could have secured salaries several times as large as those Uncle Sam pays. I certainly hope that this real emergency will be made clear to Congress and action taken soon.

ENGLAND KEEPS HER HEAD!

Detailed reports from London regarding the great new Education Act which Parliament has passed, remodeling from the ground up England's entire educational system, show one striking omission, an omission upon which Americans may well ponder:

The act contains no provision whatsoever for compulsory military training.

From one point of view it is a magnificent tribute to the sound British spirit. Even in the midst of war, with Germany a stone's throw away, England can study her educational problems coolly and decide quietly to keep her schools as training centers for individualism plus service, rather than, in a panic, to sacrifice them to the Prussian system of military drill.

And it is all the more striking because England, like America, has had various strenuous organizations dedicated to the job of fastening military training upon the school system. They have been well financed and have held meetings and distributed literature showing the horrors of life without military training; they have had questions "put" in the House, and, in general, have betrayed a fine zeal on behalf of their propaganda. But H. A. L. Fisher, the Minister of Education, told a delegation from the Miners' Federation some months ago, that the Government had canvassed the question of compulsory drill for the secondary schools and had decided that the innovation had neither educational nor military value and would not be adopted.

Mr. Fisher has proved as good as his word. The Education Act, which sweeps out of existence eleven Educational Acts and repeals parts of eleven others, provides for compulsory education up to fourteen years. Between the ages of fourteen and eighteen all English boys and girls must attend either the regular schools or, if they are obliged to work, then they must attend continuation schools and their employers must help to make that school attendance possible. Physical training is provided without stint, but of military training there is not to be a trace.

England certainly has a quality all her own!—From the American Union Against Militarism, Washington, D. C.

DIED.

Anton Erick Belin, No. 1958, a native of Finland, age 32. Died at Fort Stanton, N. M., Oct. 10, 1918.

Bertin Coleman, No. 1728, a native of England, age 33. Died at Vancouver, B. C., Oct. 28, 1918.

Howard Darling, No. 953, a native of Canada, age 38. Died in the wreck of S. S. "Princess Sophia," Oct. 27, 1918.

Norman Evans, No. 839, a native of England, age 39. Died in the wreck of S. S. "Princess Sophia," Oct. 27, 1918.

Axel Fredrikson, No. 270, a native of Sweden, age 45. Died at San Francisco, Cal., Oct. 31, 1918.

Reinhold K. M. Haak, No. 1659, a native of Germany, age 31. Died at sea on board S. S. "Santa Monica," Oct. 24, 1918.

Henry Hannholm, No. 2799, a native of Norway, age 26. Died at San Francisco, Cal., Oct. 30, 1918.

Derk Land, No. 2189, a native of Holland, age 27. Died at San Francisco, Cal., Oct. 21, 1918.

Walter Liggett, No. 1968, a native of Ireland, age 32. Died in the wreck of S. S. "Princess Sophia," Oct. 27, 1918.

Stewart Macey, No. 2755, a native of Canada, age 18. Died in the wreck of S. S. "Princess Sophia," Oct. 27, 1918.

David B. Murray, No. 2706, a native of California, age 19. Died at San Francisco, Cal., Oct. 26, 1918.

Johan Nordman, No. 682, a native of Norway, age 37. Died at sea on board schooner "Andy Mahoney," Oct. 1, 1918.

William Olsen, No. 753, a native of Norway, age 32. Died at San Francisco, Cal., Oct. 29, 1918.

Frank R. Pietsch, No. 1804, a native of Aberdeen, Washington, age 22. Died at Stapleton, N. Y., Nov. 2, 1918.

Wm. Michael Quinn, No. 26, a native of Rhode Island, age 39. Died at sea on board S. S. "Grays Harbor," Oct. 23, 1918.

Thomas Simonson, No. 1550, a native of Finland, age 39. Died at San Francisco, Cal., Nov. 2, 1918.

It is always more difficult to end wars than to begin them, and those who despair of any end to the present conflict may recall, with some comfort, that General Botha met Lord Kitchener many times towards the conclusion of the Boer war before a final agreement was reached. At one of these fruitless meetings Botha caught Kitchener very prettily. As he arose to leave, with matters still unsettled, Kitchener observed smilingly: "There's no hurry. You haven't any train to catch." "That is just what I have," answered Botha. Kitchener recalled this remark next day when he received a report that the Boers had carried out a successful raid only a few miles away, and had captured a British armored train on the Delagoa line.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

The City Council of Kansas City has checked wholesale resignations by municipal firemen because of low wages. The city dads pledge themselves to award substantial increases at the beginning of the fiscal year. The fire fighters have been insistent in their claim that $100 a month was insufficient to support their families and clothe themselves as befit this dangerous calling.

Major General Williams, chief of ordnance, has notified all branches of his department that inspectors of the United States Public Health Service must be admitted to ordnance plants in the interest of sanitation, health and mechanical safety. Persons representing themselves to be inpectors of the Public Health service should carry a photographic identification pass and letter from a responsible officer of the Public Health Service or the Ordnance Department, addressed to the plants and stating the purpose of the visit.

Under the law of Colorado it is illegal to strike unless the matter is first presented to the State Industrial Commission. Organized bindery girls have negotiated for three months in an effort to raise wages. The girls finally decided to take charge of affairs and run the risk of being jailed. They "forgot" to report for work one morning and before that day's sun had set the employers accepted a new scale of $15 a week for skilled women binders and $18 for forewomen. The old rates were $13.50 and $15.

The Minnesota State Department of Labor and Industries' report on industrial accidents for September includes one fatal accident to a woman who was employed in a saw mill, the first fatality to a woman who has replaced a man in an essential industry. The total number of accidents for the month show a reduction from the high mark of August, 2525, as compared with 2888. The metal industries were chiefly responsible for the reduction. It is possible that the Federal Government's safety program is beginning to show results.

It was necessary for representatives of the Department of Labor to acquaint the West Virginia Aircraft Company with the Government's labor policy before the management came down from its "high horse." Carpenters were forced to work nine and one-half hours a day and when they attempted to protest their committee was denied recognition. To force matters they refused to work longer than eight hours and the company locked them out. Government representatives secured a settlement which established the eight-hour day with pay for overtime.

Leaders of the "Loyalty" league mob that deported 1200 Bisbee (Arizona) miners a year ago last July have lost their first fight to escape punishment. The mobbers have retained an imposing array of legal talent. These attorneys centered their fire on the indictments, which Judge Lockwood of the Superior Court was asked to invalidate on the ground that the law requires the signatures of attorneys to be written thereon, but in this case they were printed. Judge Lockwood ruled that the printed signatures are sufficient, as that complies with the spirit of the law.

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Anderson, Wm.	Lubhurs, H. J.
Antonsen, Charlie H.	Lundgren, Chas.
Aso, Guss	Larsen, Ed.
Anslitz, John	Larson, Gust
Abolin, K.	Lux, Chas.
Aase, O. R.	Malk, Peter
Andersen, Julius	Mathison, Martin
Anderson, Andrew	Micholsen, A.
Anderson, J. E.	McGregor, D.
Andersen, A. C.	Maher, Thomas
Andersen, Martin	McLeod, John
Andersen, John	Magnusen, Lars
Albregtsen, G.	Marthinson, Krs.
Austin, H.	Mikkelsen, K. -1620
Anderson, Fredhof	Mikkelsen, Holder
Anderson, T. -2064	Mickelsen, Harald
Backshom, C. F.	McGillivray, F. B.
Barry, W.	D.
Bates, J. D.	McDonald, Wm.
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Bensen, J. A.	Moore, Thomas
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Caspersen, E. T.	Nare, H.
Carruthers, M.	Nolan, J.
Carlson, C. A.	Nordstrom, John
Carlson, J. -1586	Overland, Oscar
Carlsen, C. G.	Olsen, Harald
Christensen, E. J.	Olsen, Ole J. -542
Crumlich, F.	Olsen, Hjalmar
Curran, W.	Olsen, J. G. F.
Drage, J.	Ogga, Edward
Desmond, C.	Odall, E. W.
Dunwoody, Geo.	Olsen, O. P. -1141
Eaton, I. N.	Olsen, Alf.
Eckholm, B.	Olsen, Geo. M.
Edson, Frank	Olsen, B.
Endresin, I.	Olsen, Elmer
Edman, O. -551	Olliver, James
Erickson, Chas.	Pakki, Emil
Eriksen, Erik	Pap, Johannes
Ellingsen, Erling	Powell, H. A.
Forslund, Victor	Paase, And
Ferguson, B.	Pallesen, K.
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Gronseth, Johan	Ryberg, T.
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Gundersen, And.	Rasmussen, R. P.
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Henricksen, Ch.	Ryan, Thos.
Heckola, S.	Rylander, R.
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Hernes, C.	Sedon, Geo.
Henriksen, Geo.	Snell, Adolf
Hiorth, Knud	Soderberg, Albin
Hollman, W. C.	Swanson, J. -1331
Hohnstrom, Fritz	Sund, Alex.
Holmes, C.	Seyfreid, M.
Holten, Crist	Stotzerman, Emil
Hunter, G. H.	Swanson, Wm.
Hansen, Lauritz	Sagura, John
Emil	Sandanger, Ole
Hilliard, C. R.	Sarin
Halvorsen, Hans J.	Sauer, Ernie
Hansen, S. -2072	Samuelsen, Harold
Hetman, J.	Selander, W.
Herlitz, I.	Skidsmo, W. A.
Ingelbretson, O. E.	Strangard, C.
Iversen, Ole	Sorensen, G. T.
Jennings, Harry	Sorensen, J. N.
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Johnson, Herman	Svenson, Edwin
Joal, M. B.	Thorsen, Herman
Johnson, C. A. -2044	Farve, J. O.
Josefson, Ben	Tempde, A. H.
Julisson, C. A.	Torgesen, Laurits
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Jansson, J. A.	**Questionnaires and Draft Board Notices.**
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Johnson, Hilmar	Rank, Alexander
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KanKaanpaa, J. E.	Tornsen, Waldemar
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Johnson, John	Simmonds, J.
Knight, H.	Steen, J. I.
Kolinen, Oscar	Tamisar, Peter
Kuhn, John	Weber, Fred
Kyardalen, Ole Hansen	Wickman, Daniel
	Weisham, R.

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

INFORMATION WANTED.

The members of the crew of the S. S. "Grayson," who rendered salvage services to the "Lowther Grange," will please communicate with S. B. Axtell, 1 Broadway, New York, N. Y., for their share of salvage money. 1-30-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

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INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed. 7-24-18

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

The following-named men, who were on the "Costa Rica" on her recent trip from Borneo to Honolulu, will please call on F. R. Wall, 324 Merchants Exchange Building: S. Veal, C. O. Hansen, H. Kaspersen, B. E. Johannesen, K. Andersen, S. Olsen, H. Helliksen, O. Ekquist, J. Malee, Carl A. Bodin, Ernest Bozzini, M. McCloskey, A. D. Williams, J. C. Whittle, Swan Bylander, N. P. Christensen, J. Knutsen, W. A. Parris, H. Svard, J. R. Magee and Manuel Guerra. 6-19-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

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Anderson, Martin	Kane, John
Anderson, Albert	Kase, A.
Albertsen, Peter	Kaskinen, Albert
Anderson, C.	Kristensen, Wm.
Ahren, Wm. J.	Kelly, Wm.
Backman, Peter W.	Knofsky, E. W.
Brandt, Arvid	Knutsen, Ragnwald
Bohm, Franz	Laatzen, Hugo
Cariera, Peter	Larsen, Hans
Carlson, Carl G.	Miller, Harry
Christensen, H. P.	Mikkelsen, Harry
Danielsen, Eric	Mattsen, S. H.
Dahl, Ludwig J.	Murphy, Francis Leo
Elliot, Austin E.	Nordman, Alek
Eriksen, C.	Nordling, F.
Eikland, Ole	Nielsen, Jens
Guildersen, W. E.	Nurm, John A.
Guthrie, V. A.	Nogat, E. G.
Geiger, Joe	Nelson, A. S.
Graaf, John D.	Nelson, Harry
Henriksen, Henrik G. V.	Ogilvie, Wm. A.
	Olson, J. W.
Hoffmeister, M. A.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, S.
Henricksen, Christian G.	Palm, P. A.
	Peterson, Frank A.
Halligan, Thomas	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
Johnson, Karl	Siebert, Gust
Jorgenson, Earl	Swanson, E. O.
Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Tuhkanen, Johan J.
Jakobsson, K. J. W.	Thoresen, Ingwald
Johnson, Herman	Torjusen, G.
Jensen, Gotfrid	Westengren, C. W.
Jespersen, Martin	Warren, Geo.
Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Selberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

William O'Keefe, who has not been heard from in many years, is inquired for. His niece, Catherine Lynch, aged 12, is very anxious to locate him. Anyone knowing his whereabouts, please notify Catherine Lynch, 42 Monroe Street, New York City.

Home News

The Canadian Government, which once thought the forests of that country inexhaustible, finds it necessary to conserve its resources. The Forestry Branch of the Department of the Interior is recommending a survey of the timber still standing in Eastern Canada, and an examination of the cut-over lands with a view to reforestation.

Lunch centers in New York public schools will become a part of the city educational system if plans discussed by the Board of Education are carried out. It was reported to the board that lunch centers are desirable. The board recommended that $50,000 be included in next year's budget for this purpose and officers were instructed to prepare a resolution to accompany the report for presentation to the board of estimates.

The Arizona State Council of Defense has suspended its order of August 15 making it compulsory for Arizona merchants to place the cost price and the selling price upon all their goods. The council has refused to make public the roll call vote on its suspending order, although the Attorney General ruled that "these matters are public records and should at all times during office hours be open to the inspection of all persons desiring to see the same."

Stories that the Michigan State penitentiary, located in Jackson, made $300,000 last year and is self-supporting are doubted by Warden Hulburt. In fact, the penitentiary executive would like to see the color of this money, and has notified the board of control that the prison is not self-supporting, and that the State must aid it financially. "The former administration," said the warden, "had been so crazy to make money that proper precautions were not taken to safeguard the health of inmates."

Manufacturers, supply dealers and all others identified with the building industry of New York City are cautioned not to contract for or to issue any building material for non-war construction work in New York without a Federal license obtained through the Mayor's Committee on National Defense. No non-essential construction work of any nature, no matter how small or how large, or how much capital is involved, will be allowed until an application to start the work has been investigated and its merits as a material aid to further the nation's victory in the war is ascertained.

In an address at Easton, Pa., George W. Geiser, former District Attorney, said that the practice of "cheap politicians furnishing the names of jurors to the jury commissioners was all wrong." He suggested that questionnaires be sent to all voters, who would return them to the county seat under oath, with their names, ages, occupations, physical condition, and state the periods when they could serve on juries without inconvenience. This plan, he said, would keep out of the court "the deaf, dumb and halt" and those who are unable to understand the English language, and that farmers would not be called upon to serve during the planting and harvesting season, and business men during the holiday season and the inventory period.

BUY WAR SAVINGS STAMPS

Domestic and Naval

A fleet of three barges and a towboat, the first of the Government freight boats on the Mississippi, is now plying between St. Louis and New Orleans, a distance of 1200 miles. Thirty more boats have been ordered built as the trade grows.

Provost Marshal-General Crowder on November 1 called 1100 men for service in the navy, to entrain from sixteen States and the District of Columbia by November 9. Volunteer inductions will be accepted until November 5, after which, if necessary, draft boards will fill the quota by summons under the arrangements for applying selective service to navy and marine corps requirements.

The United States War Trade Board has, by a new ruling, authorized the importation of corn from the River Plate, upon the conditions that shipment shall be made from River Plate ports, that the corn shipped shall be purchased by and for the account of the Food Administration Grain Corporation, and that such shipments shall have been agreed upon jointly by the United States Food Administration and the United States Shipping Board. This ruling modifies the list of restricted imports No. 1, item 18, prohibiting such imports.

The control of the seas by the Allies is so complete that underwriters, early in the war, were forced to recognize the conditions imposed by the extension of the theory of ultimate destination and the underwriter when considering the risk of capture or destruction by the Central Powers. But the assuming by belligerent governments of the control and distribution of raw materials has virtually eradicated the former factor. At the commencement of the war, following the old international practice, contrabrand lists were issued by each government and the underwriter had to consider very carefully not only whether the shipment insured was absolutely contrabrand but whether if conditional contrabrand the consignee was such or its ultimate destination was such that the courts would consider it contrabrand.

In former wars a vessel was boarded at sea and examined, and if found to have papers in order and no special ground for seizure, was at once released and proceeded upon its voyage, the search in itself bringing no particular hazard. During the present war vessels destined for neutral ports have been taken into a belligerent port for search. In some cases the vessels have been taken in under arrest; in other cases, to avoid trouble of arrest, vessels have been routed via these ports of search. The entry into an additional port carries with it certain additional marine hazards, even in times of peace; in time of war there are not only these hazards, but the additional hazards caused by the removal of lights and the hazard of mines, and when a loss occurs during the entry or leaving of a port of search, and many such losses have occurred, there has always arisen the question as to whether the loss is covered under the war risk provisions of the policy or under the marine.

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Deposits	55,775,507.86
Reserve and Contingent Funds	2,286,030.34
Employees' Pension Fund	284,897.17

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San Francisco Letter List

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Ackerman, Valfred
Adolfsson, John
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Ampuja, Anton
Andersen, Adolf
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Andersen, Frank
Andersen, H. -2127
Andersen, M. -2054
Andersen, Rasmus
Anderson, Adolph M.
Anderson, Andrew
N.
Anderson, Eph.
Anderson, Gunnar
Anderson, J. C.—
Anderson, O.
Anderson, Oskar L.
Andreassen, Karl
Andersson, Anders
Andersson, Arthur
Andersson, C. J.
Andersson, Erick
Andersson, O. A.
Andersson, Sture
Andresen, Jorgen
Andersson, V.
Antonsen, Arthur
Ask, Alfred E.
Ask, Lorentz
Asp, Gust L.
Auckland, Gus

Baah, M.
Backman, A. -2055
Bahn, C. F.
Barry, Dick
Barry, William J.
Bausback, Erwin
Beck, John A.
Benrowitz, Felix
Benson, Helge
Berseth, R. J.
Bertelsen, Kristian
Bertelson, Oscar
Billington, M.
Biron, E.
Bjork, Martin C.
Birhnes, Ole A.
Blomgren, Carl A.
Blomkvist, Albert
Borjesen, L.
Bos, J.
Bouma, Jan
Brevick, Johan
Brantd, Edw.
Bratt, Walfrid
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Bywater, C. E.

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Carlson, Seth
Carlson, Warner
Carlson, C. S.
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Cashin, J. B.
Charlott, Geo.
Chavez, Mariano
Christensen, A.
Christensen, Otto
Christian, James
Christoffersen, C.
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Colima, Pete
Cornelius, Lemnart
Corran, Geo.
Corson, Geo.
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Crosiglio, Joseph

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Dahlstrom, Ernst
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Dew Pree, Earl
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Ek, Chas.
Engstrom, Ben.
Ericksen, C. H.
Ericksen, Pete
Erickson, Gustav
Erickson, Nils
Ericson, Gustav
Ertman, Eskil
Esterberg, Gust.
Eucsen, Sigurd
Eugene, John

Fagerburg, Ivan
Fagerlie, Odell
Fallon, William
Farrell, B.
Fergusen, E. A.
Fernstrom, Fred
Fernquist, C. W.
Fisher, G. A.
Fjeldstad, John O.
Fjellman, George
Fomichoff, T.
Franzell, A. Th.
Fraser, Charles
Fraser, James
Frazer, Mikie
Fredriksen, B. D.
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Fritz, Henry

Garcia, Jose
Garfield, G.
Gonzales, Francisco
Graham, Walter F.
Graiff, Edw.
Grant, August
Grant, Jim
Grant, Lewis
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Green, Laurence
Gregg, Harry B.
Gronroos, E.
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Gulfeldt, A.
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Halmsberg, O. B.
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Halvorsen, Henry
Halvorsen, Isak
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Hammer, Harry
Hansen, H. M.
Hansen, Raynols
Hansen, V.
Hanson, Fred
Hanson, John S.
Hartwig, Walter
Heyn, Thorvald
Hill, — -2030
Hilli, Albert
Hjulmand, Hans
Hobbs, Frank
Hole, Sigvald
Hogstrom, Harry
Holm, Astrip
Holm, Nils W.
Holm, J. P. K.
Holmes, Fred
Holmes, W.
Hovde, Michal
Howe, Albert
Hubbert, John L.
Huber, C. L. -2846
Hubertz, Emil
Hylander, Gustaf
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Larsen, Arthur
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Mortensen, George
Mortensen, K. A.
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Mulley, James

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Neilson, Neil
Nelson, N. P.
Niejahr, Oskar
Nielsen, C.
Nilsen, Conrad
Nilson, Hjalmar
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Nilsson, Axel
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Nolen, Axel
Nolan, George S.
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Nutcher, Lyle P.

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Olsen, Ole -1325
Olsen, Oskar
Olsen, Peter
Olsson, C. O.
Ortman, Carl

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Pedersen, Eysten
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Pedersen, Peter B.
Pederson, Oluf
Pedersen, Sofus R.
Peterson, Harry J.
Peterson, O. -1551
Petterson, Frank G.
Petterson, Gust.
Peshura, Julius
Pierce, William B.
Pietch, Frank
Pilcher, H. J.
Pint, G. H.
Pope, B.
Powell, D. W.
Powell, H. A.
Powell, Patrick
Power, Fredrick
Punahoa, Wm. K.
Punnis, Anthony

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Quinn, William
Quirage, Juan
Qvanstrom, Arvid

Radke, Paul
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Rasmussen, S. A.
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Roach, Alfred
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Roos, Yrjo O.
Ronn, E.
Rosen, Valfrid
Ruckmich, A.
Rucknic, H.
Ruger, Harry W.
Rundstrom, Albert
Ruter (Rutler), P.
Ryan, Patrick

Safley, Dave
Sandstedt, E. H.
Sarin, Charlies
Schmidt, C.
Selin, Bernh.
Selin, H. W.
Shultz, F. J.
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Simensen, Arne
Skoberg, Axel
Skotvik, Ole M.
Smith, Edw.
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Sorensen, Georg
Sorensen, O. E.
Sounders, O.
Speckmann, M.
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Spona, Emil
Stoops, H.
Svanson, William
Svendsen, George
Svendsen, S
Svensson, John
Sveeingsen, S. U.
Swenson, Rubin

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Tanman, Robert
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Davilo, E.
Dewlin, Charles J.
Elonen, John
Fabi, A.
Ferguson, Emmet
Finna, Maranda
Johnson, Olaf V.
Jurgensen, J.
Mattesen, Hans
Mattson, Johan H.
Nail, Elijio
Navano, Casinino
Nilsen, N.
Nordstrom, Gustaf E.
Pederson, Carl
Peterson, Alfred
Sandstrom, Iver
Soderlund, J.
Wright, William H.

QUESTIONNAIRES.

Members whose questionnaires are advertised in this column should, in order to comply with the military regulations, immediately notify S. A. Silver, Sailors' Union, 59 Clay Street, San Francisco, to forward same to the port of their destination.

Aalta, Albert
Aalta, Henry E.
Aas, Fritjofe H.
Abrahamson, A.
Abrahamson, A. W.
Addiesen, Johannes
Anderson, Efriam
Archibald, C. R.
Axelsen, J. H.
Baardsen, Hans M.
Bergstrom, John E.
Bowma, Jan
Brown, Alexander
Burg, John
Carlsen, H. C.
Carroll, James P.
Castro, Julian F.
Christensen, Sigvald A.
Cronin, H.
Drysdale, H.
Edwards, E.
Eliassen, Elmar
Eliasson, J. E.
Ellison, Morris
Erickson, Chas.
Erland, Oskar
Fellman, J. A.
Folvik, C. E.
Fredericksen, J. F.
Friend, Arthur E.
Gardner, E.
Gerber, L. K.
Gjosund, P. L.
Granman, G.
Green, M.
Greenitz, John
Gronroos, E. E. R.
Gumdeross, Hans C.
Hansen, Johannsen
Hansen, B. P. A.
Hanson, Frank
Henrikson, Henry
Jansson, Karl H.
Jansen, Bernh.
Jensen, Frank
Johansen, Earl
Johnsen, Carl G.
Johnson, Carl
Johnson, John E.
Johnston, E.
Kaasik, August E.
Kihlstrom, Dom
Koch, Carl
Koski, Juho
Kristiansen, Henry A.
Larsen, Arthur
Larsoe, James P.
Larson, John M.
Lax, Ernest H.
Lehtinen, Ernest H.
Lendberg, Chas.
Lillberg, Frank
Lind, Gustave
Lokken, Olai K.
Loine, Frank L.
Lund, John A.
Ludwig, Nils H.
Lundstrom, E. W.
Maki, Matt
Makla, Anden
Mannik, K. J.
McGillivray, F. B.
Monsen, Haylor
Munch, Huge S.
Nielson, Hans
Nilsson, Nils H.
Norton, Carl E.
Olsen, Nicolai
Olsen, C. L.
Olsen, Ciaio
Olsen, Angar M.
Olsen, Edward
Olsen, Ragnar
Olson, Knut
Olsson, Otto
Osman, John
Ostergard, Frank
Ottem, Aksel
Pederson, C. E.
Peterson, Conrad
Pettersen, Einar E.
Rand, J. E. F.
Rasmussen, R. H.
Rasmussen, L. A.
Riddell, A. M.
Rudd, Berger
Roed, Hjalmar
Roffer, Jack
Rontved, O. J.
Schippman, H. C.
Sige, Herman
Slippere, K. F.
Strasdin, Paul
Stringer, E.
Strom, Oscar H.
Tanum, Helga
Teigland, Charles
Van Keppel, Jr.
Walker, James
Wamser, Christian
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INFORMATION WANTED.

About September 5, Danish seaman Andrew Jacobsen, aboard S. S. "Fred Barter," then loading at Rolling Bay, Wash., met with an accident resulting in his death; witness to accident please communicate with Danish Consulate, 409 Mills Building, San Francisco, Cal., or with Danish Vice-Consulate, Seattle, Wash. Advt.

INFORMATION WANTED.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

News from Abroad

Among last week's happenings, not the least in order of importance was the surrender of Turkey. The Ottoman empire is now in allied hands, and its future depends upon allied decision. Some talk was made of Turkish bargaining to the detriment of Armenia; but in view of the surrender terms, which included occupation of the Dardanelles, it is to be doubted if Turkey was so much as heard at the armistice conference.

A new political group, called the Radical Council, and formed by a number of Liberal and Radical members of the British Parliament, has recently issued its manifesto. Its proposals for social reconstruction after the war include a capital levy, retention of the excess profits duty in an appropriate form, a tax on land values, reform in the assessment and collection of income tax, revision of the death duties, and above taxes to be accompanied by complete free trade, and the consequent abolition of the breakfast table duties.

The task of the American army engineers in France in constructing railroads, docks, hospitals and other aids in the care of the army far exceeds in magnitude the building of the Panama Canal. Ten miles of docks have been built, and twenty miles more are needed. An average of three warehouses a day are put up, each 500 x 50 feet in dimensions. On one day during the past week 36,917 tons of freight were discharged from American ships at all French ports, and 11,438 tons at a single port. These are announced as record feats in the handling of cargo.

The "surrender-or-die" terms of the allies have not yet been given in words to Germany, but they are written on the allied sword. British, French, American and Belgian troops continued their merciless pressure against a Germany fighting perhaps better than at any other time during the war. It was the last resistance of a despairing army led to the slaughter by the thought that its sacrifice might mean better terms for Germany. The British scored a big victory at Valenciennes; the French pressed forward near Guise, and the Americans on the Meuse won greater real glory, even if less spectacular success, than in previous drives.

Pan-German world dominion has become the bitterest jest of all time. Mitteleuropa is a vanished dream. The Berlin to Bagdad railroad is now a little suburban spur track running from Berlin to Bodenbach. The full harvest of allied victory may take a few more days to reap. There is still a strip of German grain standing along the western front, and some Bolshevik sheaves have not yet been reached by the reaper; but the Bulgarian, Turkish, Austrian and inland Teuton crops are cut and waiting to be stacked. To the total result every allied belligerent has contributed a share; but it was reserved for Italy, hitherto the severest of the sufferers in the way of military reverses, to deal what was practically the death blow to effective enemy resistance. Despite the most unfavorable weather conditions, the Italians launched a fierce offensive, and in a few days literally swept the Austrians off their feet, capturing more than 100,000 prisoners, recovering hundreds of towns and administering merciless slaughter to the invader.

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With the Wits

The Apparel Doesn't Always Proclaim the Man.—First Officer (in spasm of jealousy) — Who's the knock-kneed chap with your sister, old man?

Second Officer—My other sister.—Punch.

Cooperation.—"Why did you put up your city hall to look like an ancient castle?"

"Well, the movie people pay a good bit of taxes here, and they said it would be a great help in filming medieval scenes."—Pittsburg Sun.

Tramp — Kind lady, would yer please give a pore man a bite to eat?

The Lady—What! You here again? I will call my husband immediately.

Tramp—Excuse me, lady, but I aint no cannibal. I bid yer good-day.—Boston Transcript.

"Cleopatra! Cleopatra!" called little Jessie, who liked big names for her pets. "Why, I thought your cat's name was Napoleon," protested the visitor. "He was Napoleon till he had his kittens," affirmed Jessie, stoutly.—Tit-Bits.

Uncle Ezra Shucks says: "Another thing I like about my flivver is that it never gnaws its trough the way a horse or mule does. An' I don't never have to build a fire under it on a cold mornin' to make it move forward just far enough to burn the buggy up."—Florida Times-Union.

"Do you believe everything you see in the newspapers?"

"No," replied Senator Sorghum. "If some mistakes didn't get in now and then there'd be no use of my doing so much work from time to time to get campaign stuff into their hands."—Washington Star.

It was a portly but very polite person who sat next to Jones in a railway station. "Pardon me," said he to Jones, "but what would you say if I sat on your hat?"

"Suppose you sit on it and then ask me," sarcastically suggested Jones.

"I did," said the portly person, imperturbably.—Judge.

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 10. SAN FRANCISCO, WEDNESDAY, NOVEMBER 13, 1918. Whole No. 2512.

ESSENTIALS OF SEA-POWER.

An Adequate Force of "Real" Seamen Necessary to America's Future.

Sea-power is in the seamen; vessels are the tools of seamen; tools ultimately belong to the races or nations who can use them. The histories of the Hansa League, of Venice and Genoa, of Spain and Portugal, of The Netherlands and of England need but to be mentioned in order that this may be appreciated to the fullest extent. Sea-power was with the Norsemen until the black plague depopulated those countries. It passed from those countries to other nations who could furnish men. The nations in turn kept it as long as they could furnish the men from their own people. When they had to seek men elsewhere the tools of the seamen—the vessels—went to the people from whom the men came.

This has been the contention of the International Seamen's Union of America since its inception. It was this argument which won over a group of real Americans in the long and bitter struggle for the enactment of the Seamen's bill. Senator Duncan V. Fletcher, of Florida, was one of that group. That he understands the issue is clearly shown by the article from his pen, printed on this page.

We can never succeed in establishing a creditable mercantile marine under our flag unless we arrange to furnish the men to sail the ships.

We can do that readily when we assure the men fair treatment, wholesome and healthful surroundings, reasonable compensation for services and certain advancement for faithful and efficient performance of duties.

The American boy for many years past has found nothing to invite but everything to discourage him when he looked toward the sea. He has been driven to other occupations even when his taste and yearning urged him to "do business on the great waters."

The seapower of any nation depends mainly upon the number of trained seamen that nation can furnish. It is the part of wisdom to foster in every way the development of seamanship and make attractive to those who turn to it as a permanent occupation, the life of a mariner.

Before the days of Solomon the merchants of Tyre were operating ships and extending the trade to the then known regions. Their supremacy on the seas passed, after supporting dynasties and building cities, by the use of ships, to Greece, then to Italy, then to Portugal, then to Spain, then to Holland, then to England, and finally to the United States in the days of the Baltimore Clippers.

We threw away the proud title of "The Mistress of the Seas." We deliberately allowed this country to become a "beggar of ships," and, with our commerce paralyzed, a "fettered and embargoed trafficker"; we changed the word "mistress" to "vassal." I do not think we will be guilty of such folly again. We adopted the policy of neglecting our seamen, finding crews wherever they could be had for the least money, taking the foreigner stranded on our shores, picking up the derelicts, treating them outrageously, until the wod "sailor" became a by-word and a reproach. Until the Act of December 21, 1898, seamen could be imprisoned for leaving an American vessel in an American port and held against their will, to service. Until the Seamen's Act which became effective as to foreign vessels in August, 1916, under treaties denounced by that Act, seamen on foreign vessels could be arrested and imprisoned by our courts for leaving their vessel. It was not until that Act went into full effect that all seamen were set free in this country.

By Act of Congress approved June 26, 1884, American shipowners were permitted to discharge a crew hired in an American port, employ another crew in the port in which his competitor hired his, come to the United States and go back to a foreign port without re-shipping in the United States and thus escape the American wage rate. The crimping system was in full play and the seaman was robbed. The forecastle, where he lived with men of all races speaking languages he could not understand, inadequate as to space and ventilation, was a foul, disease-breeding place.

The wages were based on the lowest paid in any port he touched and left him nothing for his family.

There was no prospect in such a life. No wonder the American left the sea. We can well understand why more than 60 per cent. of the officers and men in our merchant marine in 1915 were not citizens of the United States.

It was not until March 14, 1897, that Congress passed a law requiring that the forecastle must be improved. Every maritime nation had long since required the same thing.

The Seamen's Act of March 4, 1915, was the first emphatic declaration by Congress that the rights and interests of our seamen should have recognition and be maintained. The old policy drove Americans off the ocean. It knocked our sealegs from under us.

The new policy is to call our men back and say to them, "You shall be treated as decent citizens; you are invited not only to a legitimate but an absolutely essential occupation, where your rights must be respected; you shall be assured of good living conditions, space in the forecastle shall be increased from 72 cubic feet per man to 120 cubic feet, with further provisions for health, cleanliness and comfort; the crimping system is abolished; advance wages and allotments, by which seamen suffered great wrongs, are prohibited; you are free men and can have one-half of the wages earned and not paid in ports of call thus enabling you to protect your liberty."

A reasonable scale of food is provided, not, however, as claimed, materially better than the scale of British, French and Norwegian vessels; the wages and number of men carried are somewhat greater than in other maritime nations, but other nations must come to the American scale of wages as they are now doing, although in some instances under protest.

When they find their sailors leaving them in American ports in order to obtain American wages they will pay these wages and we will soon equalize the cost of operating American and foreign vessels through raising wages instead of by the old method, under the formed policy, of lowering wages to the point of causing men to abandon the sea.

A new day has dawned for American shipping and greater opportunities than ever before have come to American boys on the sea and those old "salts" who cling to the life will rejoice to see it brighten and all must realize that the officers and men in the American Merchant Marine are rendering unsurpassed service to their country.

Human life and property are in the hands of these men. The prosperity and even the safety of this country rests with them. They must know what to do in case of storm and danger. There is no mercy in the angry elements. There must be discipline without cruelty, control without tyranny, coolness without indifference, courage without recklessness.

I recall that when the "Titanic" was sunk, the wireless operator who survived testified that he remained at his station until the sea washed him away as the ship went down by the bow. I asked him at the hearing why he did not get into a lifeboat or jump to some raft before then. He replied that the captain had told him to take his position by his apparatus and endeavor to send out distress calls as long as he could and receiving no further orders he remained there until the ship went down. That is the kind of stuff the seafaring man, to succeed, must be made of.

We have the material for an adequate personnel and we are bound to have sea-power to an extent never before enjoyed, and as a basis for that, we must have trained and capable seamen from our own population.

PLEA FOR WORLD BROTHERHOOD.

The following meaningful paragraphs are selections from the President's report to the recent British Trades Union Congress at Derby:

"In offering you the welcome of the fiftieth annual Trade Union Congress, I feel that we are entitled to congratulate the delegates on having attained our jubilee under circumstances that, in spite of difficult, disheartening, and uncongenial industrial and economic influences and conditions associated with four years of a world war, finds us numerically stronger than we have ever been since the trades union movement was initiated. We have with us to-day 879 delegates, representing 4,531,985 members. The satisfaction we experience from the knowledge of our numerical strength is intensified by the feeling we have that as our movement has grown in numbers it has extended in influence of an ennobling and elevating character, and in all that tends to make men and women better citizens, and to give them higher and more human conceptions of the object and purpose of life, and of the true purpose and value of Labor. . . .

"It may be thought futile, and probably is, to argue after four years of war as to the immediate causes of the present conflict, so far as that argument would help us in the effort to staunch the flow of blood and terminate the unparalleled sacrifice of human life; but this much may be said, that, with all its horrors, even this will not be the last war unless the democracies of the world make up their mind to take the sceptre from the hands of those who in the past have had the power by devious, secret, and questionable diplomacy to unsheath its sword in its awful slaughter, and act themselves as the deciding factor in all matters that so vitally affect their welfare and their very existence.

"I firmly believe that whatever may have been the causes of the outbreak of this war, the peoples of Europe, who are necessarily the chief sufferers from its horrors, had themselves no hand in it. That is the initial declaration in our War Aims Memorandum, and I am confident its truthfulness cannot be disputed.

"It is impossible to express anything but horror and detestation for such inhuman actions as those of the 'Lusitania,' the execution of Nurse Cavell and of Captain Fryatt, the sinking of the 'Llandovery Castle,' and all the other murders and atrocities that have been committed since the war started.

"All war is cruel and inhuman in a greater or lesser degree, and our aim should be to get the peoples of the world to reason together, rather than to slaughter each other, as a means of settling their disputes. That is why I advocate internationalism between the workers of the world. So long as the workers allow themselves to be divided, war will always be possible. If those who have to do the bulk of the fighting and make the greatest of the sacrifices in every nation could have a deciding voice in the issues of peace and war before war started, it is probable we should have had fewer wars than we have had in the past, and even this war might have been avoided. In making that statement, I intend its full significance to be appreciated by the workers in enemy countries, as well as by the workers in the countries of the Allies.

"What is past is past; it is beyond recall. The war has had its awful losses, and the terrible thought overtowering all is the knowledge that some of the things many of us have lost can never be restored to us in this world.

"Yet we must not despair. We must do what we can to secure for those who have to live after us immunity from war such as we have known it: The world must realize now, as it never realized before, the blessings of peace. The greatest purpose to which we can dedicate our lives is the maintenance of peace and the ridding of the world from militarism.

"Speaking before the Sovereign, the Peers, and the Commons, recently, one of the most highly placed prelates of the Church, the Archbishop of Canterbury, warned us 'that the high ideals and aims to which we proclaimed our fealty at the start may degenerate into a poisonous hatred, running right counter to the principles of a Christan creed, and which, once its roots get a firm place in our lives, may corrupt and defile them with a horrid miasma, transforming what was a righteous, yea, a wholesome, wrath against wrong into a soured and unvenomed hatred of whole sections of our fellow men.' 'That peril,' said the Archbishop, 'is no mere vague possibility; it exists.' That is a plea for a peace atmosphere that I unhestitatingly welcome and endorse.

"Let us divest ourselves of the bickerings that have divided us, as workers, as the consequence of the war, and lift our minds above the clouds of doubt, suspicion, and dissension that have blurred our vision and warped our judgment, and in the higher, clearer, and purer atmosphere we shall discern the true goal of our aspirations and ambitions, and the industrial Canaan towards which we have wended so long and so laboriously.

"World brotherhood may seem farther away to-day than ever. In spite of that, I shall still look towards it as the salvation of the world and the only hope of the workers."

GROWTH OF BRITISH NAVY.

The personnel of the British Navy has grown from 146,000 on August 3, 1914, to 406,000 in August last. The fleet, including the auxiliaries, has increased from 2,500,000 displacement tons to 9,500,000 tons. From the outbreak of the war 21,500,000 troops have been transported, of which number 4391 or .020 per cent. were lost.

For the requirements of the British naval and military forces, over 86,000,000 tons of stores were transshipped, while over 24,000,000 tons were taken overseas for the Allies, making a total of over 114,000,000 tons, and, in addition, transportation was provided for over 200,000 animals.

Since the commencement of the convoys in March, 1917, there have been 75,929 sailings, the total number of losses being a few hundred.

For artillery, automatic rifles, and small arms, and for ammunition for them, we have spent over $3,700,000,000. All Liberty Loan subscribers helped to arm our soldiers.

BULLION ON "PRINCESS SOPHIA."

The money loss in connection with the sinking of the Canadian Pacific Railway passenger steamer "Princess Sophia" pales into insignificance as compared with the loss of life, which is easily the worst ever recorded in Alaskan waters, where navigation is dangerous and aids to navigation so scanty.

As already reported in the JOURNAL, the "Princess Sophia" was lost in the Lynn Canal on a voyage from Skagway to Vancouver after striking on Vanderbilt Reef. The loss of life is estimated at 343 souls, including a crew of 75. The vessel herself was of 2,320 tons, built on the Clyde in 1912. She was originally insured on a value of £51,000, all of which was placed in London, but, as usual with vessels on this run, much of the insurance on the cargo is placed in the San Francisco and New York markets. This is said to have included gold bullion to the extent of $1,000,000 or more. The run on which the "Princess Sophia" came to grief is so dangerous that it seems a marvel there have been so few casualties in recent years. It is the risk of fog which is the greatest danger in the waters of the inland passage as far as Skagway. The steamers have to thread their way in narrow gorges, through which the current runs often with alarming velocity, and where a mistake in direction may mean the total loss of the vessel, for deep water soundings abound. In the case of fog there are no shore guns or horns to warn the navigator of danger, and he has to rely entirely on guessing his distance from the shore by blasts from the steam whistle.

If the reports about the gold in the "Princess Sophia" prove true, there will be a fine chance for the salvors. The insurance of specie and bullion has proved on the whole very profitable to underwriters, and in the few cases when ships sank or were wrecked with large amounts of gold and silver on board, almost all was recovered. One need only mention the Spanish liner "Alfonso XII" and the P. & O. liners "Oceana" and "Delhi." But vast amounts of treasure remain buried in the sea. Many legends are accepted as gospel truth in this respect by the people who subscribe to wild-cat treasure-salving enterprises. A well-authenticated case, however, is the British frigate "Lutine," lost off the island of Vlieland in 1799, while on passage from London to Hamburg. According to the records at Lloyd's, the gold and silver bars on board consigned to German banking houses were valued at £1,207,000. They were intended to cover payments of currency to the British army in Holland. The Ward liner "Merida," which sank off this coast some seven years ago, had a large consignment of silver on board, which has never been recovered.

THE FRUITS OF VICTORY.

The great European war is over, but the universal and eternal struggle for bread is still on. Problems no less vital than prosecution of the war still face the nation. If we are to reap the full fruits of victory, our policy of reconstruction must be formed democratically—by all the people and not by a few politicians who act only in the interests of the wealth of the country.—Oregon Labor Press.

The larger the wage by the "piece," the smaller the wage by the "whole."

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"No-Politics" Rule Modified by McAdoo.

Director General of Railroads McAdoo has modified his "no-politics" order of August 31 last, which barred railroad employes from all forms of political activity other than voting and holding office on a local school or park board.

The Director General says the purpose of the August 31 order was to extend "to officers, attorneys and employes in the railroad service of the United States substantially the same regulations as to political activity which have been applied for many years through civil service laws and executive and departmental orders and regulations to other employes of the United States."

It has developed, however, that many communities are composed largely of railroad employes and that the "no-politics" order would deprive them of proper civil administration of such communities.

The order as modified permits railroad employes to hold municipal office where same will not interfere with their employment. The positions of notaries public, members of draft boards, officers of public libraries, members of school or park boards and officers of religious and eleemosynary institutions are not construed as political offices.

No officer, attorney or employe can be a member of a committee that solicits funds for political purposes, acts as chairman of a political convention or assumes the conduct of a political campaign.

Summed up, the modified order permits employes under the railroad administration to only hold municipal office, if such office does not interfere with their work. They are not permitted to aspire to any other office, except in the cases noted above. Practically every other form of political activity except voting is denied them.

The Director General of Railroads expresses the hope that the railroad employes will accept this modification because they "have given ample proof of their loyalty to their Government," and "they are the same regulations in their general scope and application as all other Government employes have lived under for many years without the loss of any essential rights and with added dignity to their citizenship."

More Than Business.

The Atlanta, Ga., Journal of Labor resents the theory that the Labor movement is a "cold-blooded business proposition," and takes a sly dig at unthinking trades unionists who occasionally express this sentiment. The editor of the Journal of Labor says:

"Employers who persist in contending against organized labor fool themselves into believing it is merely a business proposition—involving only dollars and cents, and that when they temporarily win over the workers they have saved some money in the matter of wages. This is a sad mistake that time alone will cure. The labor movement is only incidentally a movement for raising wages—only incidentally a cold business proposition—it is, on the other hand, a psychological movement, a spiritual growth, a humane impulse. The activities of the labor movement spring from the highest and best in the hearts and minds of its members.

"The best thought of the world is coming to the labor viewpoint. Dollars-and-cents value will not always control."

Wild Opium Yarn Denied.

The War Department denies wild rumors of drug addicts in the army and among rejected registrants. Army officials say:

"Statements that at least 1,500,000 persons in the United States are drug addicts; that 1,000,000 such persons are known in their respective communities, and that in New York alone the number of drug addicts between the former draft ages of 21 and 31 was estimated at 200,000 have been current. It has also been said that men included in the draft subsequently develop the drug in order to avoid military service.

"The records of the Surgeon-General's office show that of a total of 990,592 men examined in the draft up to December 31, 1917, a total of 403 were rejected for drug addiction. To these men may be added 76 men discharged for drug addiction after induction and enlistment in the service. The latter number includes National Guard, National Army and regulars. From the figures given it may be said that there is no evidence in the possession of the War Department to show that there is an excessive use of drugs by enlisted men and officers of the army. The ratio of rejections from the draft represents one rejection in about 2500 men."

W. U. Loses Nothing by Federal Control.

By an agreement with the Post Office Department and the Western Union Telegraph Company the interests of this concern, which is now under government control, are fully protected and dividends will continue their uninterrupted flow. The government, according to a published statement by President Carlton of the company, agrees to pay all interest on outstanding bonds, all dividends and interest payments due on stocks and bonds of subsidiary companies, all taxes and operating charges and in addition $8,000,000 annually to insure the present rate of dividends on the company's stock.

"Viewed in every aspect the contract is a fair one to the telegraph company and the government," says President Carlton.

"The contract leaves to the company all its nonoperating income and the income from its eight transatlantic cables. The government likewise to carry the plan of the company for pensions for employees, disability and death benefits, and also maintain all reserves for depreciation and amortizations upon the same basis as the telegraph company has maintained them. The Government further provides for the continued maintenance and operation of the property as efficient a condition as when taken over and the return of the property to the telegraph company in such a condition on the termination of Federal control.

"The telegraph company will loan each

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

By mutual agreement of both parties in the dispute as to the conditions of employment at the Cooperative Wholesale Society's printing works at London, England, the matter has been referred to the Ministry of Labor for arbitration.

The British Committee on Production have issued an award providing for the war advance of 25s. a week paid to drivers (horse and mechanical), stable and garage hands, mates and trailermen 18 years and over in the carting industry, to be increased to 30s. a week, with proportionate increases in overtime rates. Where agreements or awards already exist providing for the same rates to be paid to women as to men, such agreements or awards are to hold, and increases are to be paid accordingly.

A deputation from the Associated Society of Locomotive Engineers and Firemen, who are also putting forward a claim for a weekly increase of 10s. and 5s., was recently received at the British Board of Trade. At the close of the conference the general secretary of the union, Mr. J. Bromley, stated that the authorities had supplemented their original offer of 5s. and 2s. 6d., but he declined to say by how much. He thought it unlikely, however, that his executive would accept the offer without some further consideration, the authorities not having gone sufficiently far to satisfy them. Sir Albert Stanley made an eloquent appeal to the men to accept the Government's offer.

The Clyde Shipwrights Society recently put forward a claim for a minimum wage of £5 for a normal working week, which was, however, refused by the employers. The shipwrights have now applied to the Committee on Production to have their claim heard. Upon the refusal of the employers to grant their demand, the shipwrights sent in strike notices, but it was anticipated that when the matter was referred to the Committee on Production for arbitration the notices would be withdrawn. A number of the men, notwithstanding, have ceased work. The executive of the trade union concerned has declared this action to be unconstitutional, and has advised the men to return to work.

A deputation of the Amalgamated Society of Engineers and the Engineering and Shipbuilding Trades Federation, which are applying for an increase of 100 per cent on prewar rates for those members who are employed in railway works and shops, were recently also received at the British Board of Trade. Sir Albert Stanley gave it as his opinion that the case of the railway and shop men was analogous, not to the traffic men, but to the men of similar trades throughout the country. Consequently, he considered that their conditions ought to be governed by the conditions prevailing outside. For this reason he believed that the Committee on Production was the appropriate body to decide questions which the unions and the railway executive had failed to settle in conference." Mr. John Hill, president of the Engineering and Shipbuilding Trades Federation, stated that it was understood that the representatives of the craft unions favored this procedure, and that the matter would immediately be again referred to the Committee on Production.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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San Pedro Letter List

Andresen, Hans	Hoek, A.
Aalto, Harry	Kakanson, Axel
Anderson, Sven	Hammarquist, Gust
Brelen, Hans	Hausman, Charles
Blecha, Alf	Hoel, Jack
Bergh, Borge	Halvorsen, Harry
Clay, Henry	Hanson, Aug. -1134
Collins, Ed.	Irmy, Fred
Eklund, Swen	Johnson, Ole
Ellingson, Billy	Johnson, Chas. A. -2044
Folvig, Ludvig	
Fosberg, Leonard	Jonassen, Johannes
Flotman, G.	Jacobsen, Telegram
Frost, Peter	Johansen, Fred
Gundersen, Fred	Johansson, A. -1874
Grassen, Joe	Johansen, C.
Galleberg, Martin	Jensen, Just. H.
Gunerud, Thorvald	Koff, Michael
Goffle, Le Wm.	Kruger, G.
Holmstrom, Fritz	Kallas, M.
Holmstrom, Hjalmar	Letchford, A.
Hansen, Adolph	Lechemus, Bill
Hakanson, Axel	Lill, Karl
Larson, Gust.	Petrow, Fred
Lyngnes, Chris	Petersen, Aage W.
Louis, Jose M.	Quinn, Wm.
Miller, John	Raaum, Harry
Mourice, Francis	Rytko, Otto
Monson, Chas. C.	Rasmussen, J. A.
Nordling, Frank	Shileman, F.
Nurmi, Taini	Stringer, E.
Norstrom, Hans	Seppel, P.
Nelson, D. -1099	Solvin, O. E.
Olsen, Ole W.	Steen, Ivar
Olsen, Andrew	Suni, A.
Pederson, Carl	Salo, Oscar
Pitkin, V.	Terkki, Arthur
Peterson, K. E. -903	Thornlund, John N.
Pederson, John	Williams, Edward A
Peterson, Hugo	Warkala, John
Paterson, C. V.	Yeoman, W. E.
Pelz, Fritz	Zunderer, Theo

IMPORTANT MAIL QUESTIONNAIRES.

Anderson, Jack John	Lonnquist, John Victor
Clifford, Arthur R.	
Danful, Albert	Nilson, Nils Edward
Haggeros, Samuel	Sandstrom, Oscar H.
Kalnin, Edward	Vestergaard, Thomas

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Pacific Coast Marine.

The Ferris motor-ships "Daca" and "Yakima," built at Puget Sound, have been turned over to the Pacific Steamship Company for operation.

The Puget Sound Bridge and Dredging Company on Nov. 7 launched the 4000-ton wooden ship "Blakeley," the first vessel built by this concern for the U. S. Shipping Board and the thirteenth product of the yard. Miss Gertrude Hardenburgh acted as sponsor.

Materials received in Portland for shipbuilding during October broke all records since the industry began and every yard has all the material on hand it can well care for. Statistics in the office of F. L. Miller, assistant manager of transportation in the North Pacific District for the Emergency Fleet Corporation, show unusual activity.

There will be little shortage in the dried codfish market if the Japanese continue to send their fishing schooners into San Francisco in the future as has been done in the past. On Nov. 7 there arrived from the banks of Nurakaine bay the schooners "Sabo Maru" and "Tobo Maru." Both carried full cargoes of the staple dried or salted fish. This makes a total of five such craft to come to San Francisco in a few weeks.

The Bandon, Oregon, bar, for the first time in several seasons, is adequate for all shipping, and reports given out by the Port Commission declare the least water sounded this fall was seventeen feet. Craft plying there need thirteen to sixteen feet of water to navigate successfully. Of late the Port of Bandon has been prosecuting jetty work on the south side of the channel and will finish the jetty by January.

The scarcity of fish and meat and the consequent high prices charged may be solved in the near future when the housewife of the San Francisco bay cities will have an opportunity to purchase fresh whale steak or serve a luncheon with a tin of the preserved leviathan. A local company has completed the installation of a whaling station at Moss Landing, Monterey Bay, and this will be in full operation in about ten days, when there will be a grand opening and moving pictures showing the first catch landed at the plant.

In order to cut down the fleet of wooden steamships which have given trouble of every kind known, the United States Shipping Board is said to have decided to transform into barges wooden hulls that have been towed to this port for the installation of engines. This move on the part of the Shipping Board is interpreted by shipping men as confirmation of the report that the Government will cancel contracts for the construction of any more craft of wood. Coincident with the announcement that the Shipping Board planned to suspend completion of wooden ships, it was said the vessels now in service would, for the most part, be dispatched to the Atlantic or to Manila as soon as the special board of San Francisco shipping men and ship construction experts reported the steamships to be fit for long voyages.

The S. F. Board of State Harbor Commissioners has secured Government approval to proceed with certain waterfront improvements deemed essential, if the commerce of the port of San Francisco is to continue to progress. Permission was requested to construct extensions to piers 21 and 43; to widen, lengthen and create 20 per cent. more cargo-handling space at pier 41, and to immediately begin the development of the new $170,000 vegetable oil terminal at Islais Creek. The attention of the Council is called to the attitude of the Government respecting the shipment of vegetable oils to San Francisco from the Orient on United States Shipping Board vessels. All of these vessels grant priority for the movement of oils to San Francisco, and unless the Harbor Board is permitted to construct the new facilities for handling the commodity the ships will have to discontinue handling it. The commissioners have made arrangements to start developing the new terminal at once. This will be done by beginning to fill the basin at Islais Creek with rock and dirt supplied to the State free of all costs by the Santa Fe Railway. The railway company is moving a huge quantity of material near Russian Hill and this is loaded into the cars. The State will dump the rock into its own barges and shift to the proposed oil terminal and dump, thus saving the State thousands of dollars.

Owing to the unreasonable amount of cargo damaged via shipment in the new wooden vessels, the Australian Government no longer will permit any wheat to be shipped to the United States by this type of vessel. This was announced by the operators of windjammers and steamers that were built since the beginning of the war. The shippers say that large portions of the cargoes of wheat coming from Australia were damaged on account of the hulls leaking. In addition to this it is announced by a prominent shipper just returned from Washington that the Government has decided to discontinue placing any more engines in vessels of wooden construction on this Coast and that all of the new type vessels will have to be windjammers, or else no more can be built. Although no official announcement has been made by any representative of the Government that the wooden ships built from unseasoned timbers are a failure in many respects, shipping men at San Francisco who have had experience with the "build-quick" craft say that an official of the United States Shipping Board possessing high rank has gone on record against the wooden vessel. A special representative of the Shipping Board visited all of the Pacific Coast Ports a few weeks ago and it was rumored at the time that he was here for the purpose of assembling data which would convince the Government officials that it will be better for the interests of the American merchant marine if the entire energy of the country is devoted to a steel ship program.

Another wreck story was related when the steamer "Santa Cruz" arrived at San Francisco. On October 1 at a location nearly due south and only a few miles from Cape San Lucas, Lower California, a derelict wooden craft was sighted at a distance of about one and a fourth miles. The wooden ribs denoted the craft to be a large wooden vessel, but the "Santa Inez" refrained from going any closer on account of possible danger from submerged wreckage. The same day, but a little later, a huge quantity of wreckage was seen. This extended over some three miles and consisted of coal oil cans and drums of oil, together with a considerable quantity of lumber. One of the drums was taken on the "Santa Inez" and this was found to consist of lubricating oil for Diesel engines. It was marked "M. O. R. U. V." Jerry Daily, manager of the marine department of the Chamber of Commerce, made every effort to learn the identity of the derelict by connecting with the parties who had shipped the drum of oil, but was unsuccessful. It is believed possible that the wreckage came from the ill-fated "Coos Bay" of the United States Shipping Board, which was wrecked in those waters some time ago. None of the wreckage appeared to have been in the water for more than a few weeks at most, for there was no indication of rust on the metal, which is usually the case. As no report has been made of an overdue vessel on the Coast, no alarm is entertained in shipping circles and no fear is expressed that another vessel has been lost. The wreckage could not be that of the steamer "San Gabriel," for that was a steel vessel.

The elimination from the United States Shipping Board fleet of wooden steamships that cannot pass tests made by a committee of San Francisco shipping men and ship construction experts, was indicated recently as the policy of the Division of Operations of the Shipping Board when a recommendation was drawn up by the special committee that the steamship "Marshfield" be condemned. The examination of wooden craft at San Francisco by the committee, which was appointed by John H. Rosseter, director-general of the Division of Operations of the Shipping Board, is in the nature of a second inspection of vessels that were passed as ready for service by Shipping Board inspectors at the shipyards. Captain J. F. Blain, director of construction for the Shipping Board's Emergency Fleet Corporation in the Northwest, where some of the vessels undergoing a second inspection were turned out, does not attach blame to the Government inspectors who did the work in the first place, but said that the steamships were as good as could be built with the material at hand and under the rush tactics in vogue at shipyards. Members of the Rosseter committee said that the action as to the "Marshfield" was only the beginning of their inspection, which probably will take at least five weeks. The "Marshfield" was built at Coos Bay by the Coos Bay Shipbuilding Company. On account of trouble with the steering gear, the steamship was put on the ways at the Alameda plant of the Bethlehem Shipbuilding Corporation for alterations that were expected to put her into shape for cargo carrying. The committee members were reported to have decided that the contemplated lengthening of the vessel and other changes might not make the "Marshfield" of permanent value for long voyages.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

AFFILIATED UNIONS:

ATLANTIC DISTRICT.

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Headquarters:

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(Continued on Page 11.)

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 13, 1918.

THE TRIUMPH OF DEMOCRACY.

With the collapse of Austria, Turkey and Bulgaria there was no longer any doubt about the early ending of the great war.

And so Victory—glorious, unqualified Victory—came to a war-weary but happy and justly rejoicing world.

Prussian autocracy is crushed and has acknowledged it. The cowardly Kaiser and his cohorts, in fear of their own deluded people's wrath, have fled to neutral soil.

An armistice has been signed under the terms of which an effective renewal of hostilities on the part of the enemy is out of the question.

The great and unselfish object for which America entered the war has been practically obtained. The free and self-governing peoples of the world, whether numerically strong or weak, need no longer live in mortal terror of a brutal, conscienceless military monster ever ready to pounce upon them.

The German crimes against humanity on land and at sea have brought their just reward. For the very force which so long sustained the autocratic master of Germany generated the force which has finally overthrown him.

German militarism and all it stood for is dead!

Ruthless submarine warfare—the doctrine of "sink without trace"—has been stamped out!

The millions of human lives lost to gain that end have not been sacrificed in vain. The men of the sea, the naval and merchant seamen of America, Great Britain and our other Allies are proud of their imperishable record during this work. They are proud of their work, their suffering and their dead!

It will be many months—yes, years—before the affairs of a torn and bleeding world have been adjusted to the paths of peace.

Tremendous problems are before us. That by-product of civilization, the struggle between the house of have and the house of want, has not been ended. The war, now so happily concluded, taxed men's souls. But the difficult period of demobilization and reconstruction now upon us will tax the mental faculties of the world's workers as they were never taxed before.

The world has practically purged itself of royal rule.

Political Democracy—government by the people—is firmly established. But we must still strive and struggle to obtain Democracy in industry.

The sovereign people of the United States have just elected a Congress apparently out of sympathy with some of the policies of that great and matchless leader, Woodrow Wilson. No statesman anywhere has ever shown a keener or livelier appreciation of the workers' problems. No President has been willing to go further to establish Democracy in industry than has Woodrow Wilson. Yet our country, as a whole, seems to lack full confidence in a leadership unequaled in advancing genuinely progressive ideals.

Truly, we are on the eve of a momentous and potential period. The fighters in the field and factory have made the world safe for Democracy. Now they must give the best that is in them to make real the ideals of a Brotherhood of Man and the Parliament of the World. The labor movement has often given concrete expression of those ideals. And it must in the future, as in the past, with inexorable logic voice the toilers' just demands, always conscious of the fact that the fate of all peoples is involved in a proper adjustment of those demands. For—

There is a moving of men like the sea in its might,
The grand and resistless uprising of labor;
The banner it carries is justice and right,
It aims not the musket, it draws not the sabre.
But the sound of its tread, o'er the graves of the dead,
Shall startle the world and fill despots with dread;
For 'tis sworn that the land of the Fathers shall be
The home of the brave, and the land of the free.

THE WAR-WORK DRIVE.

A campaign is now being waged all over the United States to raise $170,500,000 for war welfare-work purposes. The funds thus raised will be divided among the following organizations: The Y. M. C. A., Knights of Columbus, Jewish Welfare, Salvation Army, War Camp Community Service, American Library Association and the Young Women's Christian Association.

Doubtless, there will be some misunderstanding about this campaign because the war is over. We should bear in mind, however, that peace has by no means yet returned to devastated Europe. There will be for a long time a necessity for retaining considerable armies in the war-worn countries, and as this country was last to enter and has suffered less than any other, it will be natural for our Allies to expect our armies to be the last to leave.

During all this period the need will be even greater than before for such welfare work as the organizations do which are to benefit by this drive. Heretofore the most appealing work has been the comfort of mud-stained divisions returning from their awful experiences in the front trenches.

Now, though the actual fighting is over, our boys "over there" will still need facilities for writing, movies, games, gatherings, and the hundred and one things that will fill in the leisure hours with wholesome recreation and physical comfort.

So do give liberally to this worthy and commendable cause!

A store closed early is a store run easily.

THOUGHTS ON FREE SPEECH.

The right of free thought and free speech is an inherent human attribute, and the right of a free press, a world medium, through which to express such thought and speech, is a concomitant absolutely essential to human progress. Through this trinity, which permeates and moulds opinion throughout the civilized world, is carried the essence of diversant words, thoughts, aspirations and actions of the inhabitants of all countries. Through it is also carried to every reader of every nation the ever-changing, ever-longing and ever-increasing in advance thought, higher aspirations and more equitable impulses that actuate the human mind in its struggle for a better and brighter world in which to live.

The world advances or lags in direct relation to uttered or written thought, as the result of experiences and their world-wide transmission that others may hear, see and scan, absorb the useful and sublime and discard to oblivion that which is detrimental. Any attempt to curb the mind's discoveries and applications of that which is useful to humanity is indeed an ill omen and the only reward for which must be ignominy and the retarding of human advancement.

Not always have the world's thoughts and actions had the advantages of the opportunities now available for dissemination of knowledge in any comparison with the advantages now afforded for such purposes.

For ages families, tribes and even nations existed and passed away in ignorance of not far remote similar human groups about them.

For centuries succeeding generations made but little progress and depended largely upon the unwritten laws and useful knowledge that had been handed down from generation to generation by word from mouth to ear. In this manner much of the useful in art, science and literature was brought down to the ages when characters were invented in the printer's art to arrange them in suitable form for records and transmission to the world.

Thinking men readily concede that a self-governing nation will not long endure if free speech and a free press are arbitrarily suppressed.

A policy of suppression may be necessary in times of war. But with the return of peace the unholy campaign against any class of publications in this country, with a view of harassing them to the point of disruption, must cease—or our government will reap the inevitable harvest of suppression. There will be secret and poisonous propaganda against the government and against our most cherished institutions. In the long run this method of urging reforms is far more dangerous than any fiery curbstone oratory or any radical literature.

In pouncing upon various radical publications the Postmaster-General and his zealous press censors have doubtless been actuated by the highest motives. But there is another side to that story and we had better beware lest "thought control" and "thought censorship" become an established practice in America.

The man who boasts of being the "father of the union" should be guarded against allowing his parental solicitude to become like that of the mother who remains always afraid lest her boy will go too near the water. Unions, like children, grow to years of discretion, when they must for their own good be allowed to exercise it.

ANOTHER RECORD BREAKER.

With the end of the war we have also reached the pinnacle of success in building ships.

All shipbuilding records for any country were broken by the total deliveries of completed new ships to the Shipping Board during October. In spite of the epidemic of influenza that incapacitated about one-third of the shipworkers, the record-breaking total for September was surpassed by nearly 50,000 deadweight tons. There were added to the American merchant marine in October 79 completed new ships of 415,908 deadweight tons.

The deliveries comprised 47 steel ships of 301,208 deadweight tons, 30 wood ships of 107,200 deadweight tons and 2 composite ships of 7500 deadweight tons. From American shipyards came the unprecedented total of 398,108 deadweight tons. Japanese shipyards delivered 2 steel ships of 17,808 deadweight tons. The American total exceeds by 68,980 deadweight tons the output of ocean-going vessels in this country in 1914 and 1915. It betters the pre-war high mark in American shipbuilding, the total for 1916, by 112,553 deadweight tons. It also surpasses the British record for any month by 102,397 deadweight tons.

Once more the Pacific Coast led all sections of the country in shipbuilding. The deliveries from California, Washington and Oregon totaled 30 vessels of 190,400 deadweight tons. Along the Atlantic Coast there were completed and delivered 17 vessels of 102,000 deadweight tons. The Great Lakes shipyards delivered 21 vessels of 73,000 deadweight tons. From the Gulf States came 9 vessels of 33,200 deadweight tons.

The October deliveries bring the total of completed new ships in 1918 up to 2,386,835 deadweight tons. Since the date of the first delivery, August 30, 1917, there have been completed and delivered 487 ocean-going vessels totaling 2,793,510 deadweight tons.

It is a little early to predict how peace will affect American shipbuilding. This much seems certain, however: Neck-breaking speed contests and unlimited overtime work should be abolished without further delay.

A scheme has been launched in Great Britain for the intensive training of youths between sixteen and seventeen for employment as sailors and firemen in the Mercantile Marine. A committee composed of representatives of the Board of Trade, Ministry of Shipping, Shipping Federation, and National Sailors' and Firemen's Union has been appointed to initiate and supervise the scheme, and a selection officer has been appointed, having his office at the Board of Trade in London. Already, it has been decided that "the selection of suitable candidates for admission to the sea school can only be carried out satisfactorily by means of a personal interview." Arrangements have therefore been made for candidates, who do not reside in or near London, to be interviewed at other ports.

When we reflect that one of the chief purposes of the trade union is to restrain the aggressiveness of the Government the idea of the compulsory arbitrationist that the Government should be vested with authority to supersede the other chief purposes of trade unionism is a striking instance of inconsistency.

SEAMEN'S STATUS ON TRANSPORTS

Merchant Seamen on U. S. Army Transports Are Subject to Military Law and Trial by Court Martial.

The legal status of merchant seamen employed on United States Army transports is defined in the following self-explanatory communicaton just received by President Furuseth of the International Seamen's Union of America:

WAR DEPARTMENT,
Office of the Chief of Staff
Purchase, Storage and Traffic Division.
Washington, October 26, 1918.

Mr. Andrew Furuseth, President International Seamen's Union of America, National Hotel, Washington, D. C.

Dear Sir:—Your letters of September 7th, 14th and 20th, and October 11th and 12th, calling attention to the trial and fining of Lauritz Salo, Jose Jegares, Martin Hammer, Ullen Vittorio, Nicholas Los, and Benito Sanches, and to the failure of William Anderson, E. Nicola, and others mentioned in a cablegram signed Phillip Harty to receive a part of their salary and overtime due them, have been received.

All of the above cases have been carefully investigated, and with regard to those where members of crews of Army transports have been fined, it is believed that misunderstanding exists with regard to their status, which, when understood, I am confident will clear up the whole situation.

The second Article of War (Paragraph 4, Manual of Courts Martial, 1917) provides as follows:

"The following persons are subject to the Articles of War: (a) All officers and soldiers belonging to the Regular Army of the United States; all volunteers, from the dates of their muster or acceptance into the military service of the United States and all other persons lawfully called, drafted, or ordered into, or to duty, or for training in the said service, from the dates they are required by the terms of the call, draft, or order to obey the same. (b) Cadets. (c) Officers and soldiers of the Marine Corps when detached for service with the armies of the United States by order of the President. (d) Officers and enlisted men of the Medical Department of the Navy, serving with a body of marines detached for service with the Army in accordance with the provisions of section sixteen hundred twenty-one of the Revised Statutes, shall, while so serving, be subject to the rules and articles of war prescribed for the government of the Army in the same manner as the officers and men of the Marine Corps while so serving (Act of August 29, 1916, 39 Stat., 573). (e) All retainers to the camp and all persons accompanying or serving with the armies of the United States without the territorial jurisdiction of the United States, and in time of war all such retainers and persons accompanying or serving with the armies of the United States in the field, both within and without the territorial jurisdiction of the United States though not otherwise subject to the Articles of War. (f) All persons under sentence adjudged by courts martial. (g) Army field clerks. (h) Field clerks, Quartermaster Corps."

Attention is particularly directed to paragraph "E," especially the clause "in time of war all such retainers and persons accompanying or serving with the armies of the United States in the field, both within and without the territorial jurisdiction of the United States though not otherwise subject to the Articles of War."

The question whether or not the members of the crew of the Army transports are "persons accompanying or serving with the armies, etc.," arose in the case of Harry C. Falls, who signed shipping articles for service on the "Edward Luckenbach" as chief cook, at New York City. Just prior to the sailing of the boat, Falls attempted to leave with his baggage and was arrested and charges preferred against him under the fifty-eighth Article of War. Falls applied to the United States District Court, District of New Jersey for a writ of habeas corpus, the court in its opinion said:

"The U. S. A. C. T. 'Edward Luckenbach,' was engaged in transporting supplies for the Army under the Quartermaster's Department of the United States Army. Carrying supplies to equip and sustain the Army is a very important military operation in time of war. The petitioner by a reasonable and natural interpretation of the second Article of War is a person 'serving with the armies of the United States in the field,' and as such is in the same position with reference to trial by court martial as any person belonging to one of the other classes enumerated in said article. Any other interpretation of the statute under all the facts would be unreasonable, illogical and disastrous 'in time of war.' It is unthinkable that Congress did not mean to include persons in the United States Army Transport Service, engaged in transporting our armies and sustaining them with equipment and supplies, in the class, in time of

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 11, 1918.
The weekly meetings are postponed in compliance with the order as issued by the San Francisco Board of Public Health forbidding all public gatherings as a precautionary measure against the spread of Spanish influenza.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Nov. 4, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 4, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 4, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 4, 1918.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 4, 1918.
No meeting; no quorum. Shipping slack.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Nov. 4, 1918.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Nov. 4, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Oct. 28, 1918.
Shipping good; prospects fair.
R. H. BLACKWOOD, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 7, 1918.
Regular weekly meetings postponed in compliance with the orders issued by the S. F. Board of Health prohibiting meetings and gatherings of any kind on account of the influenza epidemic. Shipping is fair; plenty of members ashore. Full Shipwreck Benefit was ordered paid to one member wrecked on the S. S. "Mandalay."
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

DIED.

August E. Asklund, No. 1226, a native of Sweden, age 43. Died at San Francisco, Cal., Nov. 4, 1918.

Edward Duffey, No. 1062, a native of Ireland, age 38. Died at San Francisco, Cal., Nov. 7, 1918.

Victor Karlsen, No. 960, a native of Sweden, age 28. Died at San Francisco, Cal., Nov. 1, 1918.

Michail Matsuk, No. 2819, a native of Greece, age 33. Died at San Francisco, Cal., Oct. 27, 1918.

Olai S. Olsen, No. 1223, a native of Norway, age 32. Died at San Francisco, Cal., Nov. 8, 1918.

Edward C. Poere, No. 1795, a native of Ireland, age 27. Died in the wreck of S. S. "Galiane," Oct. 30, 1918.

James H. Rasmussen, No. 1289, a native of Denmark, age 30. Died at Oakland, Cal., Nov. 7, 1918.

The steamer "San Pedro" has been sold by the Gulf Majl Steamship Company to the Compania Navier of Manila. This company recently purchased the steamer "Bonita Juarez." Both vessels are destined for service in the inter-island copra trade, and the "San Pedro" will leave here in a few weeks with a general cargo for the Philippines. The latter vessel has been ordered shifted to the Barnes & Tibbetts plant at Alameda, where it will be completely renovated and overhauled. There will be a new deckhouse and other important changes. When the work has been completed the vessel will be placed on the berth to load the Manila cargo.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

A Europe of working class republics, forecast in this correspondence a month ago as the meaning of President Wilson's warning to the heedless statesmen of Europe in his New York speech, is rising from the ashes of the world war.

Arno Dosch, who used to be a reporter on the San Francisco Bulletin, and has a good deal of hard sense, cables to the New York World from Copenhagen to-day that "red" republics, similar to the one in Russia, have been established in Vienna and Budapest; that a Liberal republic has also been declared in Budapest; that the revolutionary government of the Czecho-Slavs is moderate Socialist, and the revolutionary government of the Southern Slavs is radical. He thinks that the German people are ready for their own revolution, and that the Kaiser and his friends are about to take flight.

The fact of working class revolution in Austro-Hungary is beyond dispute, just as it is beyond dispute in Russia. Again, we have the news that the peasant-soldier-workmen councils have overthrown the new king in Bulgaria, and have established another "red" republic there. Two of the Central Powers have passed through the gates of revolution, and the armed workers of those countries are appealing to their brothers in Germany to rise at the call of Karl Liebknecht and establish a great workingmen's republic in Germany.

Nothing so fundamentally important to the emancipation of labor has occurred since the French Revolution. For just as autocratic Germany and Russia and Austro-Hungary kept all the world bent beneath its load of armament, and almost afraid to move forward in democracy, so now the workingmen's republics are to free the whole world from the cost of armaments. They are to make President Wilson's task easy, when he undertakes to bring the great peace congress to agree upon an immediate League of Nations.

Let there be no misunderstanding of the effect of this seizure of governmental power by the working classes in Europe. It will, one way or another, sweep Italy and France and England. It will topple the thrones, soon or late, in Sweden, Denmark, Norway, Holland and Spain. It may have upset Rumania before these lines are in type. It will finally capture Belgium. That is simply because the masses of the warring countries have felt the meaning of armed power, during the war, and they will insist upon exercising at least political power when the war is done. As President Wilson said at New York, the statesmen who will not understand the peoples' will are going to be "broken."

As surely as Austria and Bohemia and Bulgaria are in revolution now, with their working class in control, just so surely must the United States look forward to the increase of social unrest in this country among the millions whose families "in the old country" have helped to tear down the thrones and the aristocrats and the old industrial serfdom. Men will no longer rush to the United States to find jobs. Immigration here will not represent brawn and brain; the United States will have to bid high for even the type of workers whom it has been shutting out by its immigration laws. Labor is going to be at a premium here—after our troops and our sailors come home—as compared with the years before the war. Men who used to do the hardest common labor will now want to handle machinery, since they have become skilled mechanics of some sort while in the service. They will be organized, down to the last man. They will hold national conventions, in which new men and new plans will come to the front. We shall have a new labor movement, growing out of the old.

No man living in this country will be able to guide this movement, it will be so complex, so headstrong, in the next few years. In spite of every attempt to suppress it, the spirit of social unrest grows and spreads and breaks out in unexpected places, and the politicians begin to wonder how many years they will be able to keep a working class majority out of the Congress of the United States.

It is because the world is being captured by the workers, thanks to the suicide of European autocracies by war, that the employers in this country are all at once changing their opinion of the National War Labor Board and the Department of Labor. Last month those institutions were "bolshevik" in the eyes of organized capital; to-day they are wonderful institutions, safeguarding public order. Last month the employers, within and outside the War Labor Board, were anxious for that tribunal to die; to-day they are determined that it shall remain, after the war, to protect them and theirs against strikes.

There are a few employing corporations, such, for example, as the Brooklyn Rapid Transit Co., which have not changed their minds quickly enough. It was only last Monday that the War Labor Board served on that company its award which ordered the company to reinstate all the union men whom it had discharged. The company refused to obey the Board. The men went out on strike yesterday morning. Last night a scab motorman ran a train off the track at a curve in a tunnel on the line, and a hundred persons were killed and more than that number were injured. The president of the company said that he was "too sad" to discuss the reason for this sacrifice of life.

More employers have appealed to the Board during the past week than during the preceding three months. Strikes are threatened in many parts of the country, as the end of the war is evident. Labor is steadily gaining ground through organization in the shops, and through application of the principles laid down by the Board. The employers are afraid that any weakening of the authority of the Board would now be the signal for an epidemic of strikes which might cause general paralysis of business.

That is one reason why the Labor Department is going to be one of the best-supported departments of the Government, after the war, and the War Labor Board and the War Labor Policies Board will be retained, with the word "War" in their titles changed, perhaps, to "Reconstruction."

In the reconstruction program, also, we shall probably find the Food Administration, the Fuel Administration, the Housing Commission, and the Industries Board. Each one of those will have to play a part in re-establishing in civil life the millions of men who have put on the khaki or the navy blue.

It may be of interest to say that one of the plans now proposed, for returning these men to civilian jobs, is that the draft system be simply reversed. That is, that men be "selected" from the armed forces, with their own consent, to fit into each of the hundreds of new enterprises that will be launched by the Government in its plan of general industrial, agricultural, transportation and commercial reconstruction. This idea has not been developed into a definite program as yet, but something of the kind is likely to be recommended to Congress when the time for demobilization comes.

Meanwhile, the War Labor Board has added another safeguard to the eight-hour day. It will be remembered that Chief Justice Clark of the Supreme Court of North Carolina, acting as umpire in the case of the International Molders' Union against the Wheeling Mold & Foundry Co., at Wheeling, W. Va., decided that the eight-hour day must be real, and not merely basic, except when a committee of the workers and management should agree that a certain emergency existed which made overtime necessary for a limited number of hours.

Now Henry Ford hands down as umpire for the War Labor Board an award against the same company, on the eight-hour issue, for the International Association of Machinists, and Chairman Walsh points out that the actual eight-hour day is now firmly established in practice.

The question submitted to Henry Ford as umpire was: "Should the National War Labor Board render a decision granting the demand of the Machinists of the Wheeling Mold & Foundry Co. for a basic eight-hour day with time and a half for overtime, and double time for Sundays and legal holidays?"

This was not so advanced an issue as the one settled by Justice Clark, because the Molders claimed, and Clark ruled, that their work was so severe that overtime should not be permitted except in grave emergencies.

Ford answered the question: "Yes, I have reviewed the arguments and have given the question due thought and consideration and have come to the conclusion stated, but do not deem it necessary to give my reasons unless your Honorable Board shall express a desire for the same.

"But I cannot refrain from expressing my deep conviction that the straight eight-hour day is much better practice than the so-called 'eight-hour basic day,' where the latter is continually and almost uniformly being practically exceeded in the number of working hours.

"My experience, and also my reason, teaches me that very few emergencies ever exist in the manufacturing business, justifying the practice of exceeding eight working hours per day. The strain of eight hours is enough, and the hours should never be increased except under the most extraordinary circumstances. I cannot dwell too much on this. For the good of the men—for the good of the employer—and for the general results, I would ad-

monish those interested to adhere to the straight eight-hour day."

The Machinists in this plant, who did not venture to demand the actual eight-hour day, are told by Henry Ford that they had better insist upon it. He knows, and he thinks they ought to see, that in the long run the chief advance the labor movement makes is not in the number of dollars it handles, but in the number of hours of free time it can secure.

Chairman Frank P. Walsh made this comment on Ford's award: "Mr. Ford found for the straight eight-hour day. More and more we are coming to this. The actual eight-hour day and not the basic eight-hour day is essential. The decision by Mr. Ford will give impetus to this tendency.

"Every arbitrator who has been called by the War Labor Board has found for the eight-hour day. These arbitrators were drawn by lot from a panel selected by the President. The first was Otto M. Eidlitz, the builder. Mr. Ford speaks as one of the largest employers. Justice Clark, who reached the same decision, considered the matter from the standpoint of war production, business welfare, welfare of the workers and the general prosperity. In addition the Board has put the basic eight-hour day into effect in many industries. It is my hope that this question is being finally settled and that the eight-hour practice may become uniform."

INTERIOR OF A "TANK."

The ordinary tank is designed for eight men. In front are two stiff seats, one for the officer and one for the driver. The narrow slits serve as portholes through which to look ahead. In front of the officer is a map board and gun mounting. Behind the engine, one on each side, are the secondary gears. Down the middle of the tank is the powerful petrol engine, part of it covered with a hood, and along either side a narrow passage, through which a man can slide from officer's and driver's seat back and forth to the mechanism at the rear. There are four gun turrets, two on each side. There is also a place for a gun in the rear, but this is seldom used. Along the steel walls are numberless ingenious little cupboards for stores, and ammunition cases are stacked high. Every bit of space is utilized. Electric bulbs light the interior. Beside the driver are the engine levers. Behind the engine are the secondary gears, by which the machine is turned in any direction. All action inside is directed by signals, for when the tank moves the noise is such as to drown a man's voice.

Lloyd-George, after praising American ingenuity, especially as regards the daylight-saving laws, added: "But when it comes to change of time, London is really not so far behind America. Nowadays, one doesn't speak in weeks and months. Only the other day I encountered a friend I had not seen for a long time. 'Been in London long?' I asked. 'No, not very. Just about four raids,' was the reply."

Much of that which passes as "progressive" and "advanced" in the thought of today is merely outgrown notion expressed in a strange vocabulary.

OBSTACLES.

(By Henry A. McAnarney.)

From the moment President Wilson read his historic message to the Congress of the United States declaring that a state of war existed with the Imperial Government of Germany, and from the moment the Congress almost unanimously indorsed that declaration, this country has been confronted by serious obstacles. Making ready for war, this peaceful nation threw open its storehouse doors to take inventory of its goods.

Ere the message of the President had been heralded in the land, the mill, the mine, the factory, and the forest were threatened by plots and sabotage.

Prussian philosophy had taught that the United States was not a nation; that it had no national spirit; no tradition; no ties to bind its people—merely a vast area of land swarming with human beings intent upon their own affairs. The Prussian had viewed the prospect with a single eye. He saw the States; the United States was invisible to him.

The Prussian was deceived. His masters had tricked him with their science. By their ridicule, their derision and contempt they have transformed a peaceful people into an aggressive army; they have forced a friendly nation to become a determined foe.

These human units intent upon their own affairs were welded into a solid nation breathing a national spirit, emerging from its lethargy strong, confident, and fearless.

The web of barriers the Prussian had woven were torn apart by a giant hand, and the stealthy spiders which spun them were crushed beneath a monster foot. In a single stroke the Prussian obstacle at home was crushed.

Then the bugle call resounded summoning these men of peace, undisciplined, untrained, to the school of war. They swarmed forth, abandoning their homes, their professions and all their ordinary pursuits and thronged the cantonments, cheers on their lips and patriotic fervor surging in their hearts.

The nation had triumphed over another obstacle. It had molded a straggling mob into an army, equipped and ready for the battle.

Next the sea—the sea that had to be traversed 3000 miles to make the Army effective.

The Prussian foresight had prepared for that. He had said no man dare defy his submarine serpents nor nation challenge his command of the sea. But he was defied, challenged, and annihilated. The sea itself left no trace of the barricades he had raised. These straggling human units from America, intent upon their own affairs, were fighting on the battle field of France.

The great Prussian obstacles had been shattered.

And now—comes labor.

The Army guards the battle front; the Navy guards the sea; each protects the nation's homes; each serves as sentry over liberty everywhere, and each has placed its trust, its power, its very life in the labor that is left at home.

The Prussian lie, the sabotage, the torch, the terrors of the sea, were conquered by the force of arms. And labor at home has made its full contribution in that greatest of all conquests!

The agitation against child labor is simply a movement to reestablish the natural order in family affairs.

INSECT LANGUAGE.

Naturalists say that insects, like birds and animals, have their own peculiar calls, but since the sounds the insects produce come from the rubbing together of their limbs or wing covers and the vibration of the wings, the insects' calls can not always be spoken of as voices. Landoise, the famous naturalist, has found that to produce the sound of "F" the fly vibrates its wings 352 times a second, and the bee to create "A" vibrates 440 times a second. A tired bee hums on "E" sharp and the naturalist says flies and bees undoubtedly mean something when they hum louder and louder, and the change, although perhaps involuntary, is at the command of the will and similar to the voice.

Locusts, grasshoppers and crickets produce familiar music with their wings that answer as calls and is a language to a certain extent.

After receiving a pocket service book, a pocket Bible, a pocket album, a pocket French dictionary, and a pocket edition of the poets, Private Peters hurriedly wrote: "Please send no more pocket editions until I get some pocket additions.'"

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

year the sum of $1,000,000 without interest toward financing approved additional extensions; funds required for these purposes beyond such amount to be furnished by the Postmaster-General. If new securities are required to be issued by the telegraph company the Government pays the interest, dividends or other cost of such securities issued in exchange, discharge or renewal of existing obligations."

War Profits Mount High.

In a recent speech on war taxation, just published in the Congressional Record, Congressman Kitchin of North Carolina presented these figures on war profits of American manufacturers:

"In the pre-war years 1911, 1912, and 1913, the average net income of the corporations of this country were $4,122,000,000. In 1915 it was $5,310,000,000, an increase of over $1,000,000,000. After paying their taxes they had over $1,000,000,000 clear net profit more than the pre-war year average. In 1916 they had $8,765,000,000 of net income, over $4,500,000,000 more than in the pre-war years. After paying all their income taxes and all other taxes they had clear net over 100 per cent. more than they had during the pre-war period.

"In 1917, according to treasury estimates upon their returns so far tabulated, the net income will reach $10,500,000,000, about $6,500,000,000 more than in the pre-war period. After paying all the taxes of that year they then have over 100 per cent. more than the pre-war profits.

"After paying the taxes levied by this bill, the income tax on corporations and excess profits or war profits tax on corporations, there will be left to the corporations over $1,700,000,000 more income and profits than their pre-war average net income for 1911, 1912, and 1913. Can not they stand it? Who, in the face of these facts, will stand here or elsewhere sponsor for the plea that corporate business can not stand the tax?"

"War Changes Opinion."

"We are not as fearful of quite a few things as we used to be," says the Railroad Trainman, official magazine of the Brotherhood of Railroad Trainmen, in discussing Government control of railroads.

"The railroad labor organizations never have been committed to a policy of Government control of anything; they are not so committed now, but there is a chance that they will not be so conservative in the future."

The Railroad Trainman says that so far as wages and service conditions go the results are better than they would have been under private management.

"Other questions of equally great concern are yet to be solved," continues this paper.

"We are working and fighting for government by the people, and not by a few office-holders, and it is not our idea of democracy to deny the right to hold office on the ground that a man out of office enjoys a greater degree of self-government than he will if he becomes an active legislative or official part of that government. We accept no such doctrine now or at any other time. We don't propose to give up our political rights any more than we do to surrender our industrial rights. We don't propose to let anybody lead us up an alley simply because he believes it is a good place for us to be. We belong on Political Main street and we propose to stay there.

"This is one situation, possible under government ownership, that clearly is not an advantage."

A Good "No-Strike" Test.

The Seattle Union Record suggests that newspapers should be accurate when they say the A. F. of L. is against strikes because it has declared: "Do nothing that you cannot justify to the man on the firing line in France."

"This pledge means," says the Union Record, "that there will be no strike that cannot be justified to the soldiers in France. It is possible that there might be a strike that could be more than justified to the men in the front-line trenches.

"American trade unionists have their hearts and souls in this war. They want to do their very best and their very most. And they want conditions that will permit them to give their best and the most of it.

"If there were no employers who wanted to profiteer; if there were only employers who would do nothing that could not be justified to the men on the firing line, there probably would not be one lost moment in the machinery of production.

"Let everyone adopt that motto. Everything must square with the conscience of the firing line."

Can't Build Memorial.

The War Industries Board has vetoed a plan to build a temporary memorial in Chicago in honor of deceased soldiers. The Board says:

"If we could put the question squarely up to those heroes who have passed beyond do we not know that their answer would be to use every available dollar to speed up war production, which we must have for an irresistible continuous drive, rather than turn aside now to do them honor even for a moment when the war has not yet been won?

"And if we were to put this question squarely up to our men now fighting in France, would they not say, 'Give us first abundance of munitions and supplies that we may sweep the enemy beyond the Rhine and early lay the foundation for a lasting peace, the most imposing monument that can now or ever be erected'?"

"Lobsided Liberty."

The Toronto Globe has joined with trade unionists in their fight against the Government's attempt to outlaw strikers. The newspaper refers to this policy as "lobsided liberty."

"What about the position of the Canadian shell manufacturer?" asks the Globe. "There is no coercion for him. No one asserts that the making of shells for the army of the United States is a thing 'essential to the efficient performance of Canada's duty in the prosecution of the war.' If he had refused to take a share of the three or four hundred million dollars of shell orders offered to Canadian manufacturers and had decided to adapt his factory to more profitable business no one would have thought of compelling him to continue making shells. He has freedom of decision. That sort of lobsided liberty is not likely to appeal to the people of Canada who stand for a real square deal."

SEAMEN'S STATUS ON TRANSPORTS

(Continued from Page 7.)

war, of those 'persons accompanying or serving with the armies of the United States in the field.' It follows from the conclusions reached that the military authorities had jurisdiction to try the petitioner by court martial and the writ of habeas corpus must be dismissed." It follows therefore, that any one accepting employment in such service regardless of the terms of their contract of employment or whether they are employed under a written contract or not, automatically become subject to military law, it remains only for the military authorities to carry out the provision of the law.

Section 4596, Revised Statutes, can have no application to employees on the Army transports in time of war, but is superseded by the provisions above referred to, which, of course, are enactments of Congress.

Only the matter then, of the excessiveness of the punishment remains. These cases are apparently all of absence without leave, which is covered by the sixty-first Article of War which follows:

"Any person subject to military law who fails to repair at the fixed time to the properly appointed place of duty or goes from the same without proper leave, or absents himself from his command, guard, quarters, station, or camp without proper leave, shall be punished as a court martial may direct."

It will be noted that the punishment is discretionary with the court. However the court should go no farther than to impose such punishment as will, in its judgment, prevent a repetition of the offense by the offender and serve as a deterrent to others, and the trial court having both sides of the case before it besides being acquainted with local conditions, is very properly empowered to provide the means to this end.

It is evident that the trial court took into consideration the fact that these men were probably unfamiliar, in a measure at least, with the gravity of their offense, for had they been members of the military establishment I have no doubt they would have been dealt with very much more severely.

It must be remembered that it is the duty of every citizen, at this time, to exert every effort toward the successful conclusion of the war, and there is no class of men on whom this duty bears with greater weight than those in the Transport Service, all of which of course you fully appreciate; therefore, any dereliction of duty or conduct prejudicial to the highest degree of service should be met with measures sufficiently severe to prevent their recurrence.

The action taken in these cases was by duly constituted courts and the punishment inflicted within their jurisdiction, it, therefore, was not arbitrary action without inquiry.

I have gone to some length in order that you be fully apprised of the status of these men and I am confident you will agree that in view of the vital nature of the service required of them, repressive measures, which, under ordinary circumstances, would be disproportionate, are justified.

I appreciate your kindness in bringing this matter to my attention and shall be glad to take up, for review by high authority, any case where it seems sound discretion has not been exercised by the trial court, and shall be glad if you will bring any such cases to my attention.

With reference to the cases where the several men mentioned above failed to receive their pay and overtime, it is believed that this, in a large measure, is due to the somewhat complex system ordinarily used in transferring boats from private owners, through the Shipping Board and ultimately to Army service. That men should be inconvenienced in getting their pay is regrettable and it is hoped will be eliminated entirely eventually, but for the present it is suggested that these men be instructed to submit their claim setting forth fully the facts in order that settlement may be expedited.

(Signed) FRANK T. HINES,
Brig. General, G. S.,
Chief of Embarkation.

It is a grievous error to say, as do the friends of compulsory arbitration, that because that system is applied only to organized workers, it is an adjunct and support of trade unionism. As well might it be said that because the law hangs only the murderer, it is an adjunct and support of murder! The fact is that compulsory arbitration is applied only to trade unions because only they can make a strike successful as a means of suspending industry. The individual employer is his own "arbitrator" in the case of the unorganized workers.

GERMAN LIBERTY?

America and Americans have vital interests at stake in the proper adjustment of the questions involved in this war. Our people have always enjoyed free speech, free public assemblage, freedom to travel from place to place, freedom to exercise any human right in an orderly way.

We of America probably do not appreciate this freedom, because few of us have lived under the rule of a nation which not only restricts at all times the exercise of that freedom but absolutely prohibits it.

Germany is such a nation. American travelers in Germany even before the war marveled at the abject servility to their rulers of the German people; were amazed by the arrogance of the military caste.

George W. Perkins, President of the International Cigarmakers' Union, in reference to a tour of investigation in Germany, as a representative of the American Federation of Labor a year before the war, made this observation in a recent article in the Elevator Constructor:

"My personal experience while studying the labor movement in Germany was such as to make me more than ever absolutely and unqualifiedly back of our Government in this war. I found absolutely no democracy in the German labor movement. No meeting of workingmen could be held in Germany without Government police supervision. No one could speak in a foreign tongue at any labor meeting without first submitting his speech to the autocratic Government, having it censored, and being given a permit to make the address."

How long would the working people of this country tolerate such a system? How long could the average American live under a German permit system, in which his every movement would be officially recorded?

This system of absolute control of the destinies of the people is the fundamental basis of the German government. The unquestioned exercise of that power has created the German ambition to dominate the world.

America is now engaged in rendering that power impotent; in smashing it, if need be. The future safety of the liberties of the people of this country make that imperative.

Since liberty is the dearest possession of mankind, it can not be achieved without sacrifice; it can not be maintained without a struggle against the autocratic powers that thrive on privilege without wresting that power from a ruling class and vesting it in all the people.

The subjugation of liberty affects all free people. Therefore, the sacrifice and the struggle necessary to retain it must be shared by all.

A great responsibility rests upon labor, for labor first must build the ships and make the guns and the ammunition before the fighting forces can be transported, before their courage and their prowess in battle can be made effective.

The most potent labor agency which prevents the fulfillment of that responsibility is the impeding of continuous production by absenteeism, labor turnover and slacking at work, or loafing on the job. These evils may be caused by improper working conditions or by the carelessness of the individual workers, but whatever the cause every effort should be made at this critical period in the world's affairs by both employers and workmen engaged in this imperative work to eliminate these evils. The finished product being the combination of many operations, harmony of all the contributing factors is absolutely necessary to prevent both congestion and idleness in a particular stage of manufacture. The completion of a shell, for instance, requires ten operations. If the eighth and ninth are delayed, congestion is bound to occur, in all the prior operations, while the tenth is idle—a bad state of affairs when the soldier in the trench needs that shell.

The soldier can not delay the war to await the arrival of that shell. His life may depend upon its accessibility, and if it isn't within his reach, despite his personal courage, he, not the undutiful workmen, must pay the penalty for the slacking or absenteeism of Nos. 8 and 9 and the consequent idleness of No. 10 in the making of that shell.

The disaffection of labor, therefore, not only imposes upon the soldier needless risk of his life, but in this war it exerts a vital influence upon the liberties of the world.

WORKERS' UNIVERSITIES.

Working class universities are planned as a part of a great educational program for British, and particularly Scotch, workers, according to information which has reached the United States Department of Labor.

In 1916 a conference of trade-union delegates representing 262 organizations unanimously decided in favor of the establishment of a Scottish labor college and appointed a provisional committee to make preliminary arrangements, draft a constitution, and prepare a curriculum to be submitted to a labor conference. At a conference in March of this year the constitution and curriculum were adopted, and a committee was given authority to approach union organizations for financial support.

Meanwhile the sponsors of the college, which aims to teach subjects from the point of view of the working class in particular, have been busy organizing workingmen's classes. Last winter 19 classes were formed, with an enrollment of 1,500 students, and 20 other classes were organized in co-operation with the Plebs League, numbering about 1,000 students. The largest class had a membership of 540. In addition to these there were study circles at meal times in many workshops. Some of the classes were for particular trades, but most of them were open to all union workers.

The curriculum of the proposed college will include economics, general and industrial history, trade-union history and problems, history of the co-operation movement, political science, algebra, statistics, trade-union law, English literature, composition, and public speaking. The aim is to train young men and women for trade-union or political service.

Lincoln loved jokes on himself, and one day a Congressman called at the White House and found the President had a cold, and he expressed his sympathy. "Well," said Lincoln, as he looked down at his feet, which were, of course, uncommonly large, "I expect colds. There's so much of me on the ground, you know."

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Ore.....P. O. Box 138

Labor News

State insurance in Wisconsin has again demonstrated its success, despite efforts to discredit the State insurance fund, which has a balance of $141,025.87 with all losses paid. One year ago there was $110,868.44 in the fund. Friends of the State fund show that the amount set aside by the State for premiums is less than insurance companies set aside.

An arbitrator has settled a dispute between the Gorton-Pew Fisheries Company of Gloucester, Mass., and its fish cutters. The work week will be fifty-four hours during the five winter months and fifty hours during the remaining seven months, with time and one-half for the extra four hours and for Sundays and holidays. The men asked for a straight fifty-hour week.

Hawaii has a labor problem no less than the United States as a whole, for so many of the young men of the islands have enlisted in the Army and Navy that the supply of workmen is at the lowest ebb in many years. Efforts have been made there of late to interest native Hawaiian workers in field labor, for which in the past they have not shown any great liking.

Compensation of 48 cents a week has been awarded Ralph Carbone of Altoona by a Pennsylvania State compensation referee. Carbone was injured last year, receiving compensation until June 1, 1918. Before the accident his weekly wage was $20.46. Since June he has been employed on a railroad at $19.50 a week. His loss in earning power is 96 cents a week and the compensation referee rules that according to law one-half of this must be paid by the insurance carriers.

At a recent Denver meeting of representatives of public service organizations, including the United States Employment Service, a resolution was passed indorsing any movement "to close the private employment agencies in the State of Colorado." It was shown that these establishments not only interfere with the State and Government's employment services, but they are unnecessary, as they are less interested in securing workers for war production than they are in making money.

While Omaha (Neb.) boys are "over there" fighting for democracy, local authorities are attempting to destroy the Fire Fighters' Union. The usual tactics of small-minded men, ignorant of social changes, are being used. Local "patriots" ignore this situation while they thunder against autocracy. The Central Labor Union is assisting the fire fighters to secure justice, and officers of the International Association of Fire Fighters, located at Washington, have assured the men that the association is behind them.

Motormen and conductors employed by the York (Pa.) Railways Company packed a whole lot of action in one twenty-four hours. They were unorganized when they asked the company to raise wages. The company balked, the men started to form a union and so did the company. The men rejected the company's "union" and with almost a 100 per cent. organization behind them, these workers, now union men, secured recognition of their organization, wage increases and shorter hours.

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Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Ahlstrom, Ellis	Lidsten, Chris.
Anderson, P. W.	Lee, C. L.
Anderson, Wm.	Lubhurs, H. J.
Antonsen, Charlie H.	Lundgren, Chas.
Aso, Guss	Larsen, Ed.
Anslitz, John	Larson, Gust
Abolin, K.	Lux, Chas.
Aase, O. R.	Malk, Peter
Andersen, Julius	Mathison, Martin
Anderson, Andrew	Micholsen, A.
Anderson, J. E.	McGregor, D.
Andersen, A. C.	Maher, Thomas
Andersen, Martin	McLeod, John
Andersen, John	Magnusen, Lars
Albregtsen, G.	Marthinson, Krs.
Austin, H.	Mikkelsen, K. -1620
Anderson, Fredhof	Mikkelsen, Holder
Anderson, T. -2064	Mickelsen, Harald
Backshom, C. F.	McGillivray, F. B.
Barry, W.	D.
Bates, J. D.	McDonald, Wm.
Brown, Albert	McPherson, James
Brink, Harald	Moe, Albert
Bensen, J. A.	Moore, Thomas
Back, M.	Moore, J. M.
Barry, B.	Muier, James
Beacher, G.	Nelsson, Emil
Balstad, Alp	Nelson, C. R.
Bradburry, Edw.	Nordfeldt, T. F.
Burke, John	Nelson, W.
Carlsen, Oscar	Nelsen, Steve
Carlson, Harald	Nelson, Svend F.
Camper, L. F.	Ness, Louis
Carlson, Eric	Norris, T. F.
Christoffersen, John	Nyhagen, Julius
Cunningham Geo. F.	Nelsen, Hans L.
Caspersen, E. T.	Nare, H.
Carruthers, M.	Nolan, J.
Carlson, C. A.	Nordstrom, John
Carlsen, J. -1586	Overland, Oscar
Carlsen, C. G.	Olsen, Harald
Christenson, E. J.	Olsen, Ole J. -542
Crumlich, F.	Olsen, Hjalmar
Curran, W.	Olsen, J. G. F.
Drage, J.	Ogga, Edward
Desmond, C.	Odall, E. W.
Dunwoody, Geo.	Olsen, O. P. -1141
Eaton, I. N.	Olsen, Alf.
Eckholm, B.	Olsen, Geo. M.
Edson, Frank	Olsen, B.
Endresin, I.	Olsen, Elmer
Edman, O. -551	Olliver, James
Erickson, Chas.	Pakki, Emil
Eriksen, Erik	Pap, Johannes
Ellingsen, Erling	Powell, H. A.
Forslund, Victor	Paase, And
Ferguson, B.	Pallesen, K.
Flansburg, Ira	Petersen, John
Feenes, I. O.	Pendvlile, N.
Fenwick, A.	Petersen, B.
Fernquist, C. W.	Petterson, Oscar
Forshing, J. M.	Rasmussel, Ole
Gronlund, Oscar	Rosen, E. H.
Gabrielsen, Peder	Rallo, Max.
Girndisson, Ed.	Rumquist, Gust
Gronseth, Johan	Ryberg, T.
Gronroos, E.	Rydquist, C. H.
Grant, J. J.	Rasmussen, Paul
Gundersen, And.	Rasmussen, R. P.
Gustafson, Oscar	Risbech, H.
Gunderson, C. A.	Reid, W. R.
Hanson, Ole	Ring, W.
Hansen, Henrich	Rise, D. L.
Hansen, Olaf	Rod, S.
Henricksen, Ch.	Ryan, Thos.
Heckola, S.	Rylander, R.
Henrickson, Victor	Sandberg, Otto
Hernes, C.	Sedon, Geo.
Henriksen, Geo.	Snell, Adolf
Hjorth, Knud	Soderberg, Albin
Hollman, W. C.	Swanson, J. -1331
Hohnstrom, Fritz	Sund, Alex.
Holmes, C.	Seyfreid, M.
Holten, Crist	Stotzerman, Emil
Hunter, G. H.	Swanson, Wm.
Hansen, Lauritz	Sagura, John
Emil	Sandanger, Ole
Hilliard, C. R.	Sarin
Halvorsen, Hans J.	Sauer, Ernie
Hansen, S. -2072	Samuelsen, Harold
Hetman, J.	Selander, W.
Herlitz, I.	Skidsmo, W. A.
Ingelbretson, O. E.	Strangard, C.
Iversen, Ole	Sorensen, G. T.
Jennings, Harry	Sorensen, J. N.
Johnson, Angi	Saenila, Arvid
Johnson, Herman	Svenson, Edwin
Joal, M. B.	Thorsen, Herman
Johnson, C. A. -2044	Farve, J. O.
Josefson, Ben	Tempde, A. H.
Julisson, C. A.	Torgesen, Laurits
Jensen, G.	Thoresen, I. N.
Jarzenbeck, J.	Trygg, Gust
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Jorgenson, Fredrick	Wirtanen, Geo.
Krueger, Johan	Winther, T.
Kallanen, M. J.	Winstrom, Oscar
Karlson, G. A. -1190	Wirta, G.
Kattel, Joseph	Wahlstrom, Eric
Karlson, Ingvald	Webach, S.
Kluff, W.	Walsh, E.
Kramer, Otto	Westgaard, John
Kulich, John	West, Joseph
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Anderson, Ola	Horn, John
Anderson, John	Huglin, John B.
Andersen, Oscar	Joyce, Raymond
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Beck, John	Jorgenson, Fred
Bruce, Robert	Johnson, John
Breimo, John	Jacobsen, Christ
Braavold, Ole S.	Johannesen, Fred'k.
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Booken, Frank	Jacobsen, Karl
Carlson, Carl O.	Jensen, Hans
Claboe, ernard	Jacobsen, John A.
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Conradsen, J.	Knutsen, Konrad
Cavanaugh, James	Kristiansen, Kris-
Cornelusen, Karl	tian
Conradsen, Julius	Lowe, Martin
Colbert, Frank	Laurin, Alic
Dodds, F. E.	Larsen, O. J.
Doucett, William	Lorentzen, Anton
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Gjerde, Andrew	A.
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Albers, Geo.	Malkoff, Peter
Anderson, J. A.	Meiners, Herman
Andersen, Olaf	Newman, I.
Berquist, T.	Nystrom, R.
Browen, Alexander	Olsen, A.
Burmeister, T.	Olson, W.
Braun, Alex.	Olsen, Alf
Bjerk, G. T.	Olsen, Ferdenan
Brun, Mattia	Pedersen, Alf.
Brant, Max	Hahlf, J.
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Brandt, H.	Rosenblad, Otto
Bengtson, S.	Rand, F. W.
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Davis, Jonh	Svenson, Gustaf
Doll	Torin, Gustaf A.
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Gomes, M. G.	Valfors, Arvid
Hedrick, Jack	Virkki, R.
High, Edward	Williams, T. C.
Halvorsen, Elmer	Wendt, Walter
Jansson, John	Zimera, Geo.
Jansson, J. A.	Questionnaires and Draft Board Notices.
Johanssen, John F.	
Johnsen, Hans	Magnuson, Carl G.
Johnson, Hilmar	Rank, Alexander
Khamp, S.	Sundquist, Walter W.
KanKaanpaa, J. E.	Tornsen, Waldemar
Kallas, Alex	Tammi, John Elis
Lehtonen, A.	
Markman, H.	

Morris, Henry R.	Pedersen, Christian E.
McCaskill, John D.	Petersen, Carl
McKiel, G.	Petersen, Nels A.
Nelson, M.	Rasmussen, Arthur
Nordnes, Arnt	Rocknes, Nils
Nelson, O. A.	Rasmusen, Martin
Nilson, Nils	Selig, Wm.
Nass, Torvald	Sundvick, Helge
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Nelson, Andrew	Sorensen, Anton
Nossen, Nels	Sorensen, Carl
Olsen, Axel	Sollie, T. A.
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Olsen, Johanes	Tonnesen, Anton
Olsen, Harry	Thorsen, Knud
Overaa, Martin R.	Tibbs, Fred
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Olsen, Olaf S.	Thompson, Edward
Olsen, Christ	Warren, Samuel
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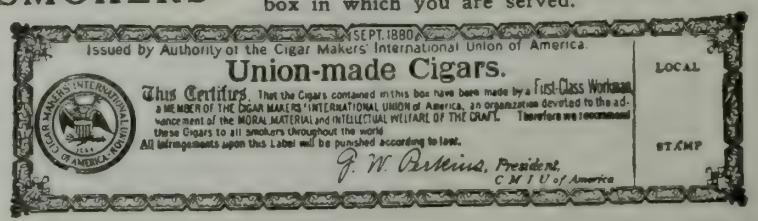

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Gulletsen, Hans	Olson, Anskar
Johansson, Arva	Oseberg, Ansgar. A.
Johanson, Chas.	Sakarias, Rod.
Johanson, Hans	Sheldon, C. B.
Johansson, F. C.	Simmonds, J.
Koch, August	Steen, J. I.
Knight, H.	Weber, Fred
Kolinen, Oscar	Wickman, Daniel
Kuhn, John	Weisham, R.

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

INFORMATION WANTED.

The members of the crew of the S. S. "Grayson," who rendered salvage services to the "Lowther Grange," will please communicate with S. B. Axtell, 1 Broadway, New York, N. Y., for their share of salvage money. 1-30-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

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INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed. 7-24-18

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

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Ahren, Wm. J.	Kelly, Wm.
Backman, Peter W.	Knofsky, E. W.
Brandt, Arvid	Knutsen, Ragnwald
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Cariera, Peter	Larsen, Hans
Carlson, Carl G.	Miller, Harry
Christensen, H. P.	Mikkelsen, Harry
Danielsen, Eric	Mattsen, S. H.
Dahl, Ludwig J.	Murphy, Francis Leo
Elliot, Austin E.	Nordman, Alek
Eriksen, C.	Nordling, F.
Eikland, Ole	Nielsen, Jens
Guildersen, W. E.	Nurm, John A.
Guthrie, V. A.	Nogat, E. G.
Geiger, Joe	Nelson, A. S.
Graaf, John D.	Nelson, Harry
Henriksen, Henrik G. V.	Ogilvie, Wm. A.
	Olson, J. W.
Hoffmeister, M. A.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, S.
Henricksen, Christian G.	Palm, P. A.
	Peterson, Frank A.
Halligan, Thomas	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
Johnson, Karl	Siebert, Gust
Jorgenson, Earl	Swanson, E. O.
Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Tuhkanen, Johan J.
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Johnson, Herman	Torjusen, G.
Jensen, Gotfrid	Westengren, C. W.
Jespersen, Martin	Warren, Geo.
Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Selberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
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INFORMATION WANTED.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

William O'Keefe, who has not been heard from in many years, is inquired for. His niece, Catherine Lynch, aged 12, is very anxious to locate him. Anyone knowing his whereabouts, please notify Catherine Lynch, 42 Monroe Street, New York City.

Home News

California elected Governor Stephens, appointed to that office by former Governor Johnson upon his election as a United States Senator.

In last Tuesday's election President Wilson lost control of Congress, both the Senate and the House changing from a Democratic to a Republican majority.

The New York Board of Education has recommended to the Board of Estimate that $50,000 be appropriated for the establishment of a lunch system for school children.

Daylight saving by turning the clock ahead one hour for seven months is estimated to have saved the country 1,250,000 tons of coal and $2,000,000 in gas bills. It contributed also to a large extent toward the success of the war gardens.

The Federal Government has begun a nation-wide campaign for the total eradication of tuberculosis from cattle and hogs, a disease that costs the country an average of $40,000,000 a year, besides endangering the lives of all who drink milk or eat pork.

From July 1 of this year to September 28 the railroads of the country handled 112,600 more cars of grain than during the same period of 1917, according to figures just issued by Director-General McAdoo This year's figures were 399,770 cars, against 287,170 cars last year.

Michigan's jail population, according to Marl T. Murray, secretary of the State Board of Corrections and Charities, is just one-half what it was a year ago. Many jails are without any inmates. This condition is attributed to prohibition, which has been in force five months.

Connecticut is unable, because of the war demand for labor, to fill her rural schools with teachers at $15 a week. Many schools in consequence were without teachers at the beginning of the fall term. There appears to be no escape from the necessity of putting the teacher on the same footing as other workers.

There are in the United States 5,000,000 automobiles. Allowing five passengers to a car, they could carry 25,000,000 passengers. The 55,705 railroad passenger cars represent a seating capacity of 3,500,000. To handle as many passengers as the autos would require 60,000 new cars, costing $660,000,000, and 14,972 locomotives, costing $524,000,000.

The Non-Partisan League State ticket in North Dakota was elected with but one exception—superintendent of instruction. The League has a large majority in the Legislature. In Idaho, Nugent (Democrat), and Borah (Republican), both indorsed by the League, were elected to the United States Senate. The League also elected the State treasurer and twenty members of the Legislature.

Dr. S. Josephine Baker of New York City quotes statistics of the French army and the New York Health Board to support her statement that "there is three times as much danger in being a baby in a cradle in a crowded city as in being a soldier in the trenches in France." She attributes the high infant mortality rate in the large cities to crowded living conditions, undernourishment both of babies and of mothers, lack of proper medical attention, and the fact that the mothers work too soon before and after the babies are born.

Domestic and Naval

It is estimated that there are a hundred thousand tons of merchandise in New York, valued at $15,000,000, waiting cargo space to Brazil.

The "L. L. Hamlin," three-mast schooner, 140 tons register, built in 1882 and owned by Captain O. A. Gilbert, Boston, has been sold to W. Senior, New York, for $5000.

Two 1000-foot piers, 114 feet in width, are to be erected near the Weehawken terminal of the West Shore Railroad for the New York Central Railroad Company by the Phoenix Construction Company of New York, which has just been given the general contract.

The eighteenth shipbuilding plant to be located on the Delaware River has been incorporated at Philadelphia as the Delanco Shipbuilding Company of Delanco, N. J. The company has acquired property on the New Jersey side of the Delaware River near the junction of the Rancocas Creek.

A spirited piece of salvage work is said to have been recently performed on the "Yangtse" by the Standard Oil Company river steamer "Meitan." The United States gunboat "Palos" had struck a reef ten miles above Ichang, being badly holed forward, and her engines damaged. The "Meitan" got her off, and brought the "Palos" lashed alongside safely into Shanghai, the distance of 976 miles being covered in eighty-one hours. The feat is the more creditable as the "Palos" had her pumps hors de combat, and the "Meitan" had to use her own during the whole time to keep the water in the gunboat under.

The United States alien property custodian has taken over the Hamburg Assurance Company of Hamburg, Germany, which has been doing business in this country since March, 1914, and in 1916 had a local premium income of $4,604,000. The Hamburg Assurance Company owned all of the stock of the International Insurance Company of New York, which has also been taken over and American directors installed. The International Insurance Company is capitalized at only $200,000. In 1917, its premium income was $7,888,413. The affairs of the Hamburg Assurance Company have been fully liquidated, and, after paying all liabilities, approximately $500,000 of net assets remained, which has been taken over by the alien property custodian.

The Canadian Minister of Marine is quoted in an interview from Halifax as stating that the $5,000,000 plate mill at Sydney now under construction for the manufacture of 250,000 tons of ships' plates would be completed by next July. Canada's annual output of steel ships at the present time is 250,000 tons, and the government has under consideration twenty-two steel ships, aggregating in cost $25,000,000, while the number of ships under construction next year would be considerably larger and would cost approximately $35,000,000. Sizes would range from 10,500 tons, 8100 tons, 4350 tons to 3750 tons deadweight, and these ships would be owned and operated by the Canadian government. It is expected that there will be ready for sea this fall two ships, and possibly four.

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Andersen, A. T. C.
Andersen, C. -1972
Andersen, Frank
Andersen, H. -2127
Anderson, Andrew
Anderson, Eph.
Anderson, Gunnar
Anderson, Hans K.
Anderson, J. C.—
Anderson, O.
Anderson, Oskar L.
Andreassen, Karl
Andersson, Anders
Andersson, C. J.
Andersson, Erick
Andersson, Sture
Andresen, Jorgen
Andersson, V.
Antonsen, Arthur
Ask, Alfred E.
Ask, Lorentz
Auckland, Gus
Augustin, H.
Avelin, Oskar

Baah, M.
Backman, A. -2055
Bahn, C. F.
Barry, Dick
Barry, William J.
Bausback, Erwin
Beck, John A.
Benrowitz, Felix
Benson, Helge
Berseth, R. J.
Bertelsen, Kristian
Bertelson, Oscar
Billington, M.
Biron, E.
Bjork, Martin C.
Birhnes, Ole A.
Blomgren, Carl A.
Blomkvist, Albert
Borjesen, L.
Bos, J.
Bouma, Jan
Brevick, Johan
Brantd, Edw.
Bratt, Walfrid
Brian, Jos.
Brown, George W.
Bye, D.
Bywater, C. E.

Cariera, Peter
Carlson, Seth
Carlson, Warner
Carlson, C. S.
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Cashin, J. B.
Charlott, Geo.
Chavez, Mariano
Christensen, A.
Christensen, Otto
Christian, James
Christoffersen, C.
Cockrane, R. O.
Colima, Pete
Cornelius, Lemnart
Corran, Geo.
Corson, Geo.
Crawford L. F.
Creely, P.
Crosiglio, Joseph

Dahlgren, W. A.
Dahlstrom, Ernst
Danielson, E.
Davey, Chas.
Davis, Frank R.
De Boom, J.
De Moss, E.
Deswert, W.
Dew Pree, Earl
Dreyer, Trygve
Dumas, Clifford
Dunwoody, Geo.
Dyer, John

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Edvardsen, Frits
Ek, Chas.
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Ericksen, Pete
Erickson, Gustav
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Ericson, Gustav
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Fjellman, George
Fomichoff, T.
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Fraser, Charles
Fraser, James
Frazer, Mikle
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Fritz, Henry

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Guthrie, R.

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Hansen, Raynols
Hansen, V.
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Hanson, John S.
Hartwig, Walter
Heyn, Thorvald
Hill, — -2030
Hilli, Albert
Hjulmand, Hans
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Hole, Sigvald
Hogstrom, Harry
Holm, Astrip
Holm, Nils W.
Holm, J. P. K.
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Hubbert, John L.
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Hubertz, Emil
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Hyskell, T. J.

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Ivetson, Julius

Jacos, Henrik
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Jakobson, Waldemar
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Jensen, Jens R.
Jensen, John F.
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Johansen, A. -2412
Johansen, Fritz
Johnson, Louis
Johnson, Hjalmar
Johnson, Matt
Johnson, Norman
Johnson, Ole
Johnston, Leslie
Jones, Fred
Jordan, Henry
Jorgensen, Robert

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Kallas, Alex
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Kalvin, Oskar A.
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Karman, Wm. B.
Kive, K.
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Kristensen, L. P. J.
Kristiansen, A.
Kroeger, Walter
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Larsen, Arthur
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Nielsen, C.
Nilsen, Conrad
Nilson, Hjalmar
Nilson, Nat
Nilsson, Axel
Nilsson, Reinh
Nolen, Axel
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Norberg, J. A.
Nordling, Sam
Nordstrom, Enst
Norling, Gust.
Nutcher, Lyle P.

Oakley, Loren D.
Ofeldt, C.
Ohman, Morris
Olmstead, Harry
Olsen, Charley
Olsen, Ernest A.
Olsen, Herman
Olsen, Johan S.
Olsen, Kristoff
Olsen, Martin
Olsen, Ole -1325
Olsen, Oskar
Olsen, Peter
Olsson, C. O.
Ortman, Carl

Palm, Torval L.
Palu, G.
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Parral, Olegario
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Pedersen, Peter B.
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Pedersen, Sofus R.
Peterson, Harry J.
Peterson, O. -1551
Petterson, Frank G.
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Qvanstrom, Arvid

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Roberts, Albert H.
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Roesberg, Chas. V.
Roos, Yrjo O.
Ronn, E.
Rosen, Valfrid
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Rucknic, H.
Ruger, Harry W.
Rundstrom, Albert
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Ryan, Patrick

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Sandstedt, E. H.
Sarin, Charlies
Schmidt, C.
Selin, Bernh.
Selin, H. W.
Shultz, F. J.
Siewersen, Chas.
Simensen, Arne
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Skotvik, Ole M.
Smith, Edw.
Soderberg, Emil
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Sounders, O.
Speckmann, M.
Spence, Oswald L.
Spets, Karl
Spona, Emil
Stoops, H.
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Svensson, John
Sveelngsen, S. U.
Swenson, Rubin

Taival, Alfred
Tammola, Vaino
Tanman, Robert
Thomas, Henry
Thomsen, Ben
Unkila, Paul
Thor, Lauri
Tobiason, Joel
Torvik, H. S.
Trimmer, David
Tweeddale, L. A.

Van Helden, H. R. D.
Vadum, Kristoffer
Van Graff, Jan
Van Leek, J. W.
Van Reen, T.
Van Vleet, T. B.
Varela, D.
Vera, Oscar
Veneker, Chas.
Vickery, Curtis
Vostar, C. P.

Wagner, Wm.
Wall, George
Ward, Carl
Ward, Emmett
Wayne, A. E.
Weera, W.
Werner, Chas. J.
West, I.
Westren, Christ.
Westvik, Ingolf
Whitticer, A.
Whitty, G.
Wicklund, T.
Wigg, Frank
Zeritt, John
Wihavainen, Geo.
Wilkinson, George
Williams, John L.
Williams, T. C.
Winberg, Oscar
Wink, Pete
Winkler, Otto
Wold, Sam
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Wright, J. A.
Wulffers, W. J.
Wurst, Walter
Zetergren, E.

PACKAGES.

Halvorsen, Elmer
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Johnson, Carl
Jurgenson, Julius
Kerr, H. J.
Koppen, Bernt
Mayes, J. B.
Mortensen, J. C
Mourice, Francis
Nelson, A. -1092
Olson, Knut
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Paal, K.
Roach, Alfred
Smith, John T.
Tuomi, Victor
Wesgaard, Jens

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Campani, Juan
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Elonen, John
Fabi, A.
Ferguson, Emmet
Johnson, Olaf V.
Jurgensen, J.
Mattesen, Hans
Mattson, Johan H.
Nail, Elijio
Nilsen, N.
Nordstrom, Gustaf E.
Pederson, Carl
Peterson, Alfred
Sandstrom, Iver
Soderlund, J.
Wright, William H.

QUESTIONNAIRES.

Members whose questionnaires are advertised in this column should, in order to comply with the military regulations, immediately notify S. A. Silver, Sailors' Union, 59 Clay Street, San Francisco, to forward same to the port of their destination.

Aalta, Albert
Aalta, Henry E.
Aas, Fritjofe H.
Abrahamson, A.
Abrahamson, A. W.
Addlesen, Johannes
Anderson, Efriam
Archibald, C. R.
Axelsen, J. H.
Baardsen, Hans M.
Benson, Severin
Bowma, Jan
Burg, John
Carlsen, H. C.
Carroll, James P.
Castro, Julian F.
Christensen, Sigvald A.
Cronin, H.
Drysdale, H.
Edwards, E.
Eliassen, Elmar
Eliasson, J. E.
Ellison, Morris
Erickson, Chas.
Folvik, C. E.
Fredericksen, J. F.
Friend, Arthur E.
Gardner, E.
Granman, G.
Green, M.
Greenitz, John
Gronroos, E. E. R.
Gumdeross, Hans C.
Hansen, Johannsen
Hansen, B. P. A.
Henrikson, Henry
Jansson, Karl H.
Jansen, Bernh.
Jensen, Frank
Johansen, Earl
Johnsen, Carl G.
Johnson, Carl
Johnson, Erik
Johnson, John E.
Kaasik, August E.
Kihlstrom, Dom
Koch, Carl
Koski, Juho
Kristiansen, Henry A.
Larsen, Arthur
Larsoe, James P.
Larson, John M.
Lax, Ernest H.
Lehtinen, Ernest H.
Lendberg, Chas.
Lind, Gustave
Lokken, Olai K.
Loine, Frank L.
Lund, John A.
Ludwig, Nils H.
Lundstrom, E. W.
Maki, Matt
Makla, Anden
McGillivray, F. B.
Monsen, Haylor
Nielson, Hans
Nilsson, Nils H.
Norton, Carl E.
Olsen, Nicolai
Olsen, C. L.
Olsen, Claio
Olsen, Angar M.
Olsen, Edward
Olsen, Ragnar
Olson, Knut
Osman, John
Ostergard, Frank
Pederson, C. E.
Peterson, Conrad
Pettersen, Einar E.
Rasmussen, R. H.
Rasmussen, L. A.
Riddell, A. M.
Rudd, Berger
Roed, Hjalmar
Roffer, Jack
Rontved, O. J.
Schippman, H. C.
Sige, Herman
Slippere, K. F.
Strasdin, Paul
Stringer, E.
Tanum, Helga
Teigland, Charles
Van Keppel, Jr.
Walker, James
Wamser, Christian
Wereman, B.
Wilcke, J. W. G.
Wilhelmson, John
Wychzel, Herman
Zwart, A.

Aunt Mandy (to the clerk at the general store)—You all aint got no o'-cent calicer, is you—or is you? Ef you is, is you all got some jes' a peck cheapah?—Woman's Home Companion.

"A man ought never to learn to do card tricks," said Broncho Bob. 'Why not?" "If he wins in a poker game everybody looks suspicious, and f he doesn't win everybody laughs."—Washington Star.

"I thought your minister was to have a call to Minneapolis?" "He did expect it, but he went up there to preach a trial sermon and took his text from St. Paul, and so it's all off."—Chicago Record-Herald.

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She—I heard a noise very late when you came in. He (facetiously)—Was it the right falling? She (sternly)—No; it was the day breaking—Baltimore American.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

News from Abroad

The publication by the British Admiralty of the names of the commanding officers of 150 German submarines disposed of by the British Navy, in order to substantiate the statement of Premier David Lloyd George to the effect that "at least 150 of these ocean pests have been destroyed," indicates that of these 150 German officers but one made his escape. This was Waldemar Bender, who escaped when his submarine was sunk, and is believed to have made his way back to Germany. Of the remaining 149 officers, 116 are dead, 27 are prisoners of war, and six are interned in neutral countries.

Canada has fixed, by an order in council, the rates of pay and allowances for discharged soldiers and sailors undergoing treatment in sanitoria and hospitals. With a few variations, the pay will be the same as that which the man received in active service. Dependents will receive the militia or naval separation allowance. Men who, after their return to civilian life, ultimately break down as a result af their war-time experiences, will be eligible to further treatment. Nearly 5000 soldiers and sailors are under the care of the Department for Soldiers' Civil Re-establishment, the work of which partakes in some degree of that done by the United States War and Labor Departments and the Federal Vocational Board.

Victor Boret, French Food Minister, presided at the ceremony of putting into commission at Havre the steamer "Belle Isle," the first cold storage vessel that France has equipped. The "Belle Isle" is built to carry 3000 tons of cold storage meat on each trip. M. Boret, in his address, announced that another cold storage steamer was being constructed and that others would be built. He paid his compliments to Belgium, Great Britain, and the United States. The latter country, he said, had been generous in aiding the allied nations with men and material. "The Belle Isle," said M. Boret, "is a symbol of our common will to pursue an economic battle with our military battle and to assure an economic victory after the military victory."

What amounts to an unconditional surrender of Germany was heralded to the world on Monday, Nov. 11. While the allied world awaited the Teutons' formal acceptance of the dictated terms of peace, revolution has swept over Germany from north to south. The abdication of the Kaiser, which would have created a profound sensation a month ago, and might have affected the course of the peace negotiations had the mad war lord of Berlin decided to step down and out while notes were being exchanged with Washington, became but an incident in the overwhelming progress of revolution. Councils of soldiers and workingmen have seized authority in nearly every one of the larger cities throughout Germany, offering to co-operate with the newly organized People's Government to maintain order and prevent bloodshed. The German general staff, in accepting the authority of the new Government, significantly declares that it does so to facilitate the work of demobilization of the armed forces that so lately marched out to conquer the world.

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With the Wits

"Do you think a dollar goes as far as it used to go?"

"Farther—nowadays it never gets back."—Judge.

Crabshaw—Why do you women wear furs in this weather?

Mrs. Crabshaw—Why, dear, is there anything more expensive?—Town Topics.

"My dear, the doctor says I'm in need of a little change."

"Then ask him to give it to you. He's got the last of mine."—Baltimore American.

Mother—Don't cry, dear. Which one of the naughty boys was it that hit you?

Tommy—The one with the black eye.—Boston Transcript.

Helpful Corporation.—Pat—This is the foist time inny of these corporations hev done innything to binnefit the workingman.

Mike—How is that, Pat?

Pat—It is this siven-cent fare. I hev bin walkin' to and from me work and savin' tin cints, and now I kin save fourteen cints.—Boston Transcript.

"Yes, my brother was slightly wounded in the Marne advance. We had a letter from the regimental surgeon."

"Where was he wounded?"

"We are not quite sure. The surgeon mentioned the place, but we don't know whether it's an anatomical phrase or a French village."—Boston Transcript.

The Scotch of It.—Two old Scotsmen sat by the roadside talking and puffing away merrily at their pipes.

"There's no muckle pleasure in smokin', Sandy," said Donald.

"Hoo dae ye mak' that oot?" questioned Sandy.

"Weel," said Donald, "ye see, if ye're smokin' yer ain bacca ye're thinkin' o' the awfu' expense, an' if ye're smokin' some ither body's, yer pipe's ramm't sae tight it winna draw."—Tit-Bits.

Children's Accounts

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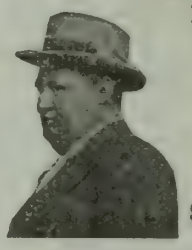

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 11. SAN FRANCISCO, WEDNESDAY, NOVEMBER 20, 1918. Whole No. 2513.

PROBLEMS OF RECONSTRUCTION.

California Federation of Labor Outlines After-War Program.

The recent Convention of the California State Federation of Labor appointed a special Committee to consider and act upon a number of resolutions dealing with matters of demobilization, reconstruction and general after-the-war problems. This Committee has just made public its report. It is a paper worthy of careful and analytical perusal not only by California workers, for whom it is specifically intended, but by the workers everywhere. The period of reconstruction is now with us. We must still do our own thinking. But more than ever before in history is it necessary for all of us to co-operate in intelligent and practical application of our thoughts.

To the Trade-Unionists of California:—

The great world war has suddenly terminated as we all hoped it would. The enemy has surrendered unconditionally and with it has come the long-delayed revolt of the workers in enemy countries against the royal autocrats who were responsible for the war.

From our very entry in the war the workers of California have freely and fully responded to duty's call. Whether enlisted in the ranks of our valiant fighting forces or in the industrial armies at home, in liberty loan campaigns or in Red Cross drives, everywhere the sons and daughters of toil have met the acid test of loyalty.

But our real test is just now beginning, and it will be the most difficult and the most momentous that our State and Nation has ever faced. The coming of peace at this time gives us a preponderant share of the power and prestige of victory while it saves us from paying anything like the frightful costs that have been borne by other belligerents. All of our industries have been speeded up and greatly strengthened; wastes and inefficiencies have been eliminated; our productive capacity has been enormously increased. California and the other Pacific Coast states now lead the world in the production of tonnage. Our resources of labor and utilized resources have been increased while those of other countries have been diminished. We have practically everything that the world needs, and we alone among all the industrial nations seem to be in a position to export in vast quantities the materials needed for reconstruction.

For this reason the California State Federation of Labor can see no possible excuse for the cry that wages shall be reduced to the pre-war standard or that working hours shall be lengthened. The United States Bureau of Labor Statistics, Bradstreets, the "Annalist" and other reliable sources have given no evidence of a return of pre-war purchasing power in the dollar, and if we may believe what the great analytical minds of the world say to us, there will be no direct return to those conditions we enjoyed ten or more years ago.

We call attention to the violent upward fluctuations in prices of nearly all commodities beginning about the year 1896, with the opening up of the Yukon, the development in South Africa, the increased and more efficient facilities by which gold is extracted from the ore, whereby its waste is largely eliminated. Since all of that has been going on, and since the world's markets have been flooded with this additional output, don't misunderstand when it is said that gold has been cheapened; not that any more grains are used when coining the gold dollar, but that when we use the dollar, or its purchasing power, we find that it takes more gold to make the purchase, hence more gold to do the world's business than it formerly did when the metal was scarce, which, conversely, means a rise in prices and increased costs for all commodities. These two causes are most commonly assigned by various authorities for the general main upward trend and which undoubtedly would have continued, although possibly not to such high levels, had there been no war.

Wage standards established during the war have not kept pace generally with increased costs of living commodities. It has only been in some of the most essential war work that seemingly high rates have been paid, but when analyzed and brought down to the absolute facts surrounding the employment, it is found long hours of overtime work and Sunday work have been almost altogether responsible for the fattened pay envelope.

Fully realizing the responsibility of defining a program to be followed by the workers of California, and the struggle that must come in placing comprehensive political or economic changes in effect, your Committee on Reconstruction, appointed at the recent convention of the California State Federation of Labor, still feels that the line of march should always lead forward, and with that thought in mind the following suggestions are offered for consideration and approval:

Demobilization Problems.—We pledge to our returning soldiers full co-operation in the proper readjustment of industrial conditions to conform to the newly established world democracy. To this end we welcome and invite to our councils representatives of the returned soldiers and sailors as soon as they are in a position to take up matters of mutual interest. In no other manner than by such co-operation and by such recognition of their complete community of interest with us, can we counteract obvious preparations to exploit the soldiers of uniform to the detriment of their brothers, the soldiers of industry. In no more effective manner than through the labor unions themselves can the release of the soldiers into civil life be accomplished without a disastrous depression of wages.

We look to the Federal Government, under whose auspices and authority our military and naval forces were assembled, trained and sent overseas, to plan carefully in the work attendant upon the demobilization of these great forces and the effect thereof upon the Nation's industries, to the end that panic shall not prevail.

Organizing the Unorganized.—Incidental to the disturbed conditions following the ending of hostilities, many of the workers will for the time being be unmindful of the very necessary work of organization. We cannot too strongly urge the necessity of carrying on this work with greater energy than ever before. All that has been accomplished in the past was brought about through organization and co-operative effort. Practically all that is to be accomplished in the future will follow constructive organized effort.

Shorter Workday.—We demand that a standard workday of not more than eight hours be established and recognized in all industries where it does not yet obtain, and we favor a further reduction of the hours of labor to minimize unemployment in any industry where a surplus of idle labor may exist, or where conditions are such that even eight hours of work tends to exhaust and devitalize those employed.

Co-operative Organizations.—With the constant depreciation of the purchasing power of the dollar the disbursement of the workers' earnings has become a subject of their concern second only in importance to that of wages received. The failure of sporadic and indifferent efforts at co-operative organization should not be permitted to outweigh the great advantages inherent in co-operation.

We therefore urge the establishment of co-operative organizations for the distribution of commodities and call attention to the fact that the vast investments of wage workers in Liberty Bonds and War Savings Stamps has placed in their hands easily convertible securities which can be made the basis of credit in the formation of such co-operative enterprises.

Land Taxation.—We urge the adoption of a system of land values taxation that shall include a supertax on all idle, uncultivated land and land held for speculative purposes; a system that shall at once tend to disintegrate monopolistic ownership of large areas and that shall place a larger share of the burden of taxation on monopolistic wealth at its chief source.

Land Colonization.—As an auxiliary and immediate measure we urge an extension, without delay, of the state land colonization plan that shall give to those of our soldiers who so desire an opportunity of gaining a direct economic interest in the soil they have defended with their lives.

Public Ownership.—We insist upon public ownership of public utilities and all properties incidental to their operation. We demand retention by the Federal Government of the railroads, express and telegraph companies.

Manning Our Merchant Marine.—We vigor-

ously protest against any return to the pre-war policy of manning our offshore merchant marine with Asiatics. The merchant and naval seamen who served our country in time of war—who voluntarily manned our ships bound for submarine-infested waters—must be given the same protection against competition with cheap Oriental labor as is given to the workers ashore. The Seamen's Act, instead of weakened, should be strengthened to the end that our young men who have recently responded to the call of the sea will be encouraged to remain there and make it their life work.

Labor Representation.—The issues drawn by the aftermath of war make it more and more apparent that labor cannot, with assurance, look for the best protection of its interests in matters of government to any group outside itself. We therefore demand that representatives of labor be included as members of the State Civil Service Commission, the Board of Regents of the State University, the State Highway Commission, the State Board of Education and all other appointive state commissions where Labor is not now represented.

Progressive State Government.—We insist that there shall be no curtailment in the progressive and humanitarian work of our State Government. Certain reactionary forces, under the guise of economy, are right now attempting to muddle and becloud this issue. But they must not be permitted to make thrift and economy a slogan for reaction. We want still better laws for the protection of the workers. To be specific, we demand the enactment of every measure enumerated in the platform of the California Union of Producers and Consumers. California commissions have an important part to play in the proper working out of the various post-war problems and any movement to hamper the work of the commissions, especially during the reconstruction period, should be emphatically discouraged.

In conclusion we point to the fact that the defeat of autocracy upon the battlefields of Europe has been followed by more or less serious revolutionary movements among the various war-ravaged nations. It is evident that a changed psychology is being instituted. This change, whether the employers will it or not, threatens to extend to the very fundamentals of social and political structure. It is manifested in the social upheavals which have become actual realities in every country of Europe. Only an intelligent response to and direction of this demand of the workers for a larger participation in the proceeds of industry can avert disaster to established government. This is a warning not inapplicable to the employers of California.

We therefore strongly urge upon the representatives of California industries that the same co-operation with labor be manifested in dealing with the problems of readjustment as prevailed during the period of the war. Only when this basic principle is accepted by capital as well as by labor, can our industrial problems be equitably adjusted without the injection of European Bolshevism.

Respectfully submitted,
DANIEL C. MURPHY, San Francisco,
SETH R. BROWN, Los Angeles,
WALTER J. YARROW, Coalinga,
GEO. A. TRACY, San Francisco,
WITTEN W. HARRIS, Bakersfield,
J. B. DALE, Vallejo,
PAUL SCHARRENBERG, San Francisco,
Committee on Reconstruction.

San Francisco, Cal., Nov. 18, 1918.

HEALTH INSURANCE ENDORSED.

Health insurance, as a protection to women workers and to the wives and children of wage earners, was endorsed by the recent conference of women trade union representatives called at Washington by the new Women-in-Industry Service of the Department of Labor. Other resolutions demand equal pay for equal work, enforcement of sanitary conditions in factories, the eight-hour day and representation of women on various boards.

The lessening of the daily hours of labor increases the total products by increasing the opportunity and disposition for consuming them. The sum of the difference between a savage and a civilized state is merely the difference between men who have time and inclination to gratify their physical needs only, and men who have time, inclination, and determination to indulge and cultivate the intellectual side of their nature.

"IDEALS" FOR THE ASH CAN.

Now that the war is nearly over, and the allied statesmen see victory within grasp, they are largely ceasing to talk about ideals, and are getting down to the practical business of remaking the map. The indications are that most of them want to remake it on the old basis of seizing all they can get, and letting their confederates have what is necessary to pacify them. In an illuminating article in the Kokumin, as reported in the Sun, Marquis Okuma, former Premier of Japan, outlines what the Japanese terms ought to be. Like everybody else—except the Republicans, apparently—he, of course, accepts President Wilson's fourteen points, which work out as follows on the basis of Germany's complete surrender: "In regard to the western front, the Balkans, and the African colonies, Japan should support England, France, and America." "The indemnity question should be decided at a conference of the Allies." Samoa should be left to Great Britain and the United States, and Australia should hold New Guinea. As to the future of Germany and Russia, Japan should "cooperate with the Allies' view for the future perpetuation of world peace." She should also "confer with the Allies regarding the maintenance of order in Siberia. No Power should have a paramount voice in regard to concessions and other interests there." The principle of the open door should be maintained in China. "The Marshall, Caroline, and Ladrone Islands, now occupied by the Japanese, are valueless to Japan, but dangerous in the hands of Germany. As there is no reason to give them to a third party, Japan should continue in possession." Finally, "Tsingtau, the port of Kiaochau, and the South Sea cable should be transferred to Japan, also the Thinan railway, Germany purchasing both properties from their owners and transferring them to Japan."

Doubtless it is necessary to be "practical," but if the war has been fought for this sort of thing, we ought to cease here and now to talk humbug like self-determination, the rights of small nations, no annexations, no punitive indemnities, and all the other principles which, originating in Russia, have yet come to be identified with the name of President Wilson; for a settlement of this sort would make them plain humbug, no more, no less. Marquis Okuma in effect would have Japan give the Western Entente Powers carte blanche in Europe and Africa, in return for their support of Japanese pretensions in the East. "Maintenance of order in Siberia"—we already know what that means. "The open door in China"—a fair phrase under whose protecting mantle Japanese imperialists, exactly like those of other countries, have kept up a process of uninterrupted aggression on the helpless Chinese. Unconsidered islands in the Pacific to go to Japan by default—but they are handily located for naval purposes. And finally, Tsingtau, stolen from China by Germany in 1897, to be retained by Japan, along with the Thinan railway and the South Sea cable—Germany, incidentally, footing the bill. This is the same Tsingtau which the Japanese in 1914 solemnly called on Germany to surrender in order that Japan at the end of the war might return it to China. We do not criticise the Japanese people, for whom we have the highest admiration and respect, but any government that puts forward these terms, or anything like them, will have played traitor to its highest trust. Marquis Okuma's terms are based on the old evil principle of dividing the "swag" among the victors. If the Japanese Government, or any other government, puts forward such a program, it ought to be buried ocean-deep under the wrath of an outraged people who have been called on to shed their blood for something wholly different, namely, a new world order based on justice and mutual rights, with international guaranties to make war unnecessary and diplomatic plottings against the interests of the people as difficult as possible. Shall the peoples of the world allow their rulers in the hour of victory to make of no effect the unexampled sacrifices of the past four and a half years?—The Nation, New York.

A "CONCRETE" CONVENTION.

The first annual meeting of the International Concrete Ship Association was held recently in New York at the headquarters of the association, 7 East Forty-second street. Several papers were read, and it appears that the problem of reducing the weight ratio of concrete vessels is in process of solution. A light aggregate has been developed and found satisfactory. In itself it floats and weighs about 105 pounds (from 100 to 110 pounds per cubic foot) with better bonding and all characteristics, so that the seven-day test has shown well over 4000 pounds crushing strength. Density tests show less than 2½ per cent. absorption. On the question of ship design, Mr. R. J. Wig, head of the Concrete Division, Emergency Fleet Corporation, advised the meeting that the latest designs of concrete craft represented a carrying capacity efficiency of from 61 to 62 per cent. A report published in January, 1918, based on figures compiled a few months previous, indicated that the then knowledge of experts in concrete, cement, and ship design, put the capacity efficiency of small concrete ships at 45 per cent. Production figures reported at the meeting shows that the tonnage of concrete ships, tankers, ocean barges, lighters, car floats, and scows—including those represented by the Army, Navy, Inland Waterways Commission, and work by private capital under permits or in progress without permits—totals approximately 580,450 deadweight tons. Besides this, new contracts now to be let include one group totaling 60,000 tons, and another approximately 75,000 tons, in addition to private work totaling larger figures, and in a few weeks an additional 200,000 tons through Government agency. In round numbers, it is understood that before the end of the year approximately a million tons of concrete craft will be in the course of construction. Reports have been received indicating that permits will shortly be granted for the building by private capital of several additional groups of ships. Mr. Wig spoke fully and enthusiastically on the concrete ship situation.

If consistency were a marketable commodity the average employer would probably keep in stock an entirely different brand of anti-union argument (?).

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

State Insurance Cheapest.

In his annual report to the Ohio State Federation of Labor President Voll presented these statistics to show the value of State-controlled compensation to injured workers:

"The earned premium of the Ohio State insurance (employers') fund for the year ended May 15, 1918, is $9,442,125.28. The entire expense of operating the Ohio State insurance fund for the year ended May 15, 1918, has been $327,806.04, which is 3½ per cent. of the above earned premium.

"The vital economic significance of this remarkable expense ratio of 3½ per cent. is made clear when attention is called to the fact that the liability insurance companies have found it impossible to provide workmen's compensation insurance to employers at an expense ratio to their earned premiums of less than 37½ per cent.

"As is shown under the 'Summarization' preceding, the application of their rates to the payroll of the subscriber to the Ohio State insurance fund for the year ended May 15, 1918, would have developed an earned premium of $16,224,403.87—37½ per cent. of which is $6,084,151.45. The Ohio State insurance plan has provided this insurance at an expense of $327,806.04—thereby saving in this one year, in administrative cost, the significant sum of $5,756,345.41."

How Living Costs Jump.

The National Industrial Conference Board has issued a pamphlet on "War Time Changes in the Cost of Living." The board represents seventeen manufacturers' associations.

It is stated that the expenditures of the average family is divided as follows: Food, 43.1 per cent.; rent, 17.7 per cent.; clothing, 13.2 per cent.; fuel and light, 5.6 per cent.; sundries, 20.4 per cent.

The board finds that "in representative communities between the summer of 1914 and the summer of 1918" the cost of food increased 62 per cent., the cost of shelter increased 15 per cent., the cost of clothing increased 77 per cent. and the cost of fuel and light increased 45 per cent.

"The four major items—food, shelter, clothing, fuel and light—together constitute approximately 80 per cent. of the cost of living of the typical wage earner's family. For these the average increase between the summer of 1914 and the summer of 1918 was 52.5 per cent."

Union Methods Urged.

The recent English railway strike was not caused by organized labor, but by "disorganized labor—mere bolshevism," says Reynolds' Newspaper of London, England.

This publication, which is among the most forward looking in England, declares that the welfare of the workers depends upon a strict observance of trade union methods.

"We have a firm and unalterable conviction," says this paper, "that it is in the power of organized labor to adjust the bases of industry in this country so that it shall receive a full and just reward for its exertions, and see that those who have, for no adequate service, taken toll of the labor of those who toil shall find no such chance in the future. This it may do legally and in pursuance of the sound principles on which trade unionism is based. Its progress will be like the march of a disciplined army. Anything that tends to destroy that process is a danger to labor. It is not trade unionism at all, but just bolshevism. And those who hope to gain from disorganization and disunion the things they would gain from unity of purpose and action are blind leaders of the blind."

United States to Open Hotel.

About December 15 Uncle Sam will open his first hotel in Washington, D. C., for women employed in war work, according to an announcement by the United States Housing Corporation. It is stated that 1800 women will be accommodated with well furnished rooms, two meals on week days and three meals on Sundays, at from $40 to $45 a month. Every room will have running hot and cold water. Baths and sitting rooms will be placed at convenient points on each floor. Laundering will be done on the premises at the lowest possible rates and everything reasonable that can be provided for the women is promised. Space will be allotted to the different Goverment departments on the basis of the number of women workers employed by each.

The United States Housing Corporation is a non-profit organization controlled by the Government. Its purpose is to provide housing for war workers in the District of Columbia and munitions workers elsewhere. William J. Spencer, Secretary-Treasurer of the Building Trades Department, American Federation of Labor, is one of the corporation's ten directors.

Welfare of Workers Precedes Business.

Material progress is of value only as it assists the individual to attain human possibilities, is the declaration of a British Government Committee on Adult Education which reports to the Minister of Reconstruction its findings on the necessity for improved conditions of the workers.

"If the individual is to make the most of his powers, if the citizen is to be worthy of the responsibilities thrown upon him by the ever-increasing complexity of life in a modern community—in other words, if education in any broad meaning of the term is to become a reality, certain definite conditions of life are indispensable," the committee says.

"The paramount consideration is that of the individual as a member of society. Material progress is of value only in so far as it assists towards the realization of human possibilities. Industry and commerce and the social conditions which are in a large degree dependent upon them must, in our opinion, be regarded from this point of view, and if they cramp the life of the individual, no amount of economic argument will suffice to justify them.

"In considering industrial and social con-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The British Labor party at a conference on November 14 decided by a large majority to withdraw its members from the Cabinet at the close of the present Parliament, which is expected shortly.

The British Labor Conference of Women represented over 250 professional, industrial, political, or feminist societies, 60 of which were outside of labor organizations, but all of which represented workers with hand or head from all parts of the country. A demand was made for a Ministry of Public Health dissociated from the Poor Law taint, and making full use of women in all departments. A demand was made also for admission to the legal profession, and for the right to vote at 21.

At the invitation of the British Minister of Labor, representatives of the employers and trade unions in the iron and steel trades met in conference at Montagu House, for the purpose of discussing the general position of the trade after the war, from the point of view of setting up industrial councils on the lines of the Whitley report. The Iron and Steel Trades Confederation and the Scottish Millmen's Association held aloof from the proceedings on the ground that unrepresentative unions had been invited.

An effort is being made to make the British National Farmers' Union more fully representative of the farmers of the country as a whole. In order to bring this about the executive committee of the union has sent out a notice to all county secretaries of union branches asking for the names of all farmers' unions and clubs in the country not yet affiliated with the National Farmers' Union. Instructions have been received by Mr. Daw, the new Parliamentary agent, with reference to Farmers' Union candidates and the program to be submitted to any candidate seeking the support of the farming interest at the next election.

Stories of a tremendous strike by Belgian workmen in the occupied sections of their country have reached America from time to time. Further confirmation comes in secret correspondence from Ververs, published in the Belgian Bulletin: "In spite of the most enticing offers on the part of the Germans to obtain workers, no one nibbles at the bait, although the poverty grows blacker and blacker." Reports which reached the Department of Labor a short time ago were to the effect that a million Belgians had refused to do any work for the Germans. This informaton, though unofficial, came from a Belgian officer.

How the feelings of the average labor organization of Germany have changed with the progress of the world war is indicated to some degree by the words with which these bodies have accompanied the publication of death notices in the Socialist newspapers of their fallen members. During the first year of the war the wording was almost always as follows: "——— died heroically upon the field of honor." In the second year it was said: "——— sacrificed his life for the Fatherland." In the third year: "——— fell abroad in the performance of his duty." During the last year the notices began: "As further victims of the cruel war there have been reported to us ———."

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Third and Twentieth Streets

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San Pedro Letter List

Andresen, Hans	Hoek, A.
Aalto, Harry	Kakanson, Axel
Anderson, Sven	Hammarquist, Gust
Breien, Hans	Hausman, Charles
Blecha, Alf	Hoel, Jack
Bergh, Borge	Halvorsen, Harry
Clay, Henry	Hanson, Aug. -1134
Collins, Ed.	Irmy, Fred
Eklund, Swen	Johnson, Ole
Ellingson, Billy	Johnson, Chas. A.
Folvig, Ludvig	-2044
Fosberg, Leonard	Jonassen, Johannes
Flotman, G.	Jacobsen, Telegram
Frost, Peter	Johansen, Fred
Gundersen, Fred	Johansson, A. -1874
Grassen, Joe	Johansen, C.
Galleberg, Martin	Jensen, Just. H.
Gunerud, Thorvald	Koff, Michael
Goffie, Le Wm.	Kruger, G.
Holmstrom, Fritz	Kallas, M.
Holmstrom, Hjalmar	Letchford, A.
Hansen, Adolph	Lechemus, Bill
Hakanson, Axel	Lill, Karl
Larson, Gust.	Petrow, Fred
Lyngnes, Chris	Petersen, Aage W.
Louis, Jose M.	Quinn, Wm.
Miller, John	Raaum, Harry
Mourice, Francis	Rytko, Otto
Monson, Chas. C.	Rasmussen, J. A.
Nordling, Frank	Shileman, F.
Nurmi, Taini	Stringer, E.
Norstrom, Hans	Seppel, P.
Nelson, D. -1099	Solvin, O. E.
Olsen, Ole W.	Steen, Ivar
Olsen, Andrew	Suni, A.
Pederson, Carl	Salo, Oscar
Pitkin, V.	Terkki, Arthur
Peterson, K. E. -903	Thornlund, John N.
Pederson, John	Williams, Edward A
Peterson, Hugo	Warkala, John
Paterson, C. V.	Yeoman, W. E.
Pelz, Fritz	Zunderer, Theo

IMPORTANT MAIL QUESTIONNAIRES.

Anderson, Jack John	Lonnquist, John
Clifford, Arthur R.	Victor
Danful, Albert	Nilson, Nils Edward
Haggeros, Samuel	Sandstrom, Oscar H.
Kalnin, Edward	Vestergaard, Thomas

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Pacific Coast Marine.

Theodore Wicks, the San Francisco diver, is at Mazatlan, attempting to salve the boilers and machinery of the Shipping Board steamer "Blackford." When Captain Curtis went to Mazatlan to investigate the wreck he found that the capsized hull was on the beach north of Mazatlan, but it was not known if the machinery was intact or had dropped into the sea when the ship turtled. No report has been received from Wicks.

A resolution introduced by Supervisor Richard Welch, requesting San Francisco's representatives in Congress to make an effort to have a preliminary survey for a bridge over the Golden Gate to connect San Francisco with Marin County, was passed by the San Francisco Board of Supervisors last week. Welch said that an all-rail route to Eureka via the bridge and the convenience to motorists would more than justify the bridge.

A speed motor boat of the heavy type, capable of making not less than twenty-five miles an hour, has been ordered by the Crowley Launch and Lighterage Company from the John Thwig & Sons Co. of San Francisco. Work will be started at once and every effort will be made to get the new craft into commission before spring. The new craft will be one of the fastest in local waters and will supply a need that has existed for a long time. The boat will be used especially for emergency work of all descriptions.

The gigantic shipbuilding program of the United States Shipbuilding Corporation, as planned at the outbreak of the war, will continue, and ships will be turned out as contracted for, in the opinion of Eric V. Hauser, vice-president and general manager of the Grant Smith Porter Shipbuilding Company of Portland, Ore., who arrived in San Francisco during the past week. "Peace will have no effect on the shipbuilding program," said Hauser, who is at the Bellevue Hotel. "There will be a greater demand for ships than ever before. Private concerns that

Sidney J. Jennings, president of the United States Fuel Company, which supplies the 60,000 tons of King coal shipped into San Francisco and adjacent districts each month, inspected the bunkering facilities of the local harbor during the past week. He was accompanied by President James B. Smith of the King Coal Company. Jennings said the Utah coal fields were amply able to supply all the fuel the ships at the port would ever need. The inspection was made in one of the Crowley launches. Jennings is also president of the American Institute of Mining Engineers and a director of the United States Smelting & Refining Company.

Presaging what is generally believed here to indicate a new demand for wood ships, was the deal consummated during the week whereby Thorndyke & Trenholme of Seattle, completed the purchase for French interests of six wood auxiliary schooners, the entire output of the William Lyall & Sons Company at Vancouver, B. C. Only one of these vessels has yet been launched, but the deal calls for the delivery of all six in five months. The deal is taken as an indication of a demand from foreign countries for wood ships, and Thorndyke & Trenholme announce that they expect to complete further deals of the kind very shortly. The six ships will be outfitted and loaded for French ports here.

Rescued after nine days in an open raft, in which they had hastily embarked when the dynamite-laden steamship "Dumaru" was struck by lightning in midocean on October 16, Captain C. E. Borrisen and three members of the crew have arrived at San Francisco on the U. S. transport "Logan" that picked them up 220 miles from Guam when their water cask was dry and their only remaining food was a few biscuits. The captain, Water Tender Claude Canfield, Cook Edward Gaston and Seaman Oscar Morris are the survivors of the little shipwrecked party. Second Officer Staats, despite the tender care afforded him on the transport, died two days after being picked up. Two of the lifeboats of the destroyed vessel, with twenty-three officers and seamen, landed at Philippine ports after drifting about with hardly any food or water for about a month. The whereabouts of a third lifeboat are unknown, so far as reported here.

The facilities for recalking and repairing wooden ships around San Francisco Bay has been increased with the completion of the new marine ways at the Barnes & Tibbetts plant at Alameda. In addition to this, there will be other marine railways installed in the near future. The new Tibbetts ways will accommodate any vessel up to 5000 tons deadweight, and this will be more than ample to handle any of the wooden ships built on this Coast and also big enough for a considerable number of the steel ships. The ways at the Moore plant are being repaired after the removal of the Shipping Board steamer "Coconino," which was jammed about one-half way from the bottom for many days. The local plants are expected to develop sufficient facilities to care for all of the "sick" wooden ships that now need the attention of the repair yards. have been stripped of their vessels will need ships now more than ever." Hauser, who is also president of the Multnomah Hotel at Portland, says the Grant Smith Porter Shipbuilding Company holds the record for wooden ship construction. Since June 9, says Hauser, his corporation has turned over twenty wooden ships to the Government. Their contract calls for fifty. Each of the ships is 3600 tons.

As a result of an investigation of the loss of the Shipping Board steamer "Blackford," a 3000-ton steel vessel, which foundered 125 miles south of Cape St. Lucas in a hurricane September 26, United States Local Inspectors of Hulls and Boilers Captain James Guthrie and Joseph P. Dolan have revoked the license of Captain T. A. Peterson, master, and suspended the license of Chief Engineer George E. Waxham for a period of six months. Other officers of the "Blackford" drew a suspension of three months each. The vessel was leaking badly when departing from Seattle and had taken four feet of water when departing from San Francisco. The inspectors charged also that the officers were derelict in their duty and jeopardized the crew by failure to report the condition of the vessel at Seattle and San Francisco and later by not seeking shelter from heavy seas in the Gulf of California, or in the lee of the Ceralbo Island when engine trouble developed. The "Blackford" was bound for Chile and was laden only with coal ballast.

Fire broke out in the historic old Pacific Mail steamship "Pennsylvania," which has operated out of San Francisco for nearly half a century, and the vessel sank in the open roadstead of Iquique, Chile, on November 13, according to cable advices. Captain Liberoth and the crew escaped in the boats, but the vessel and 1800 tons of niter are a loss and cannot be salvaged owing to the depth of water. The history of the craft, which was built of iron at the Cramps shipyard at Philadelphia, dated from the time it went into the Atlantic service in 1872 on the run between New York and Antwerp. It was known as one of the palatial liners of that day, and when General U. S. Grant started on his famous tour around the world he left New York as a passenger on the iron ship. The "Pennsylvania" was then purchased by the Pacific Mail Company and brought to this Coast. It was used on the run to Alaska for some time during the gold rush, and has for some years been employed on the run between this port and the lower and west coast. The steamer was 340 feet in length, 43 feet beam, 43 feet deep and 3400 deadweight tons. An offer of $500,000 was refused by the owners one year ago.

Following the announcement from Washington that the resumption of construction work will again be permitted and the necessary material supplied the State Harbor Commissioners have decided to proceed immediately with the development of the San Francisco waterfront. Commissioner John J. McCallum made an official announcement, during the past week, regarding the work to be done as follows: The equipping of the piers with up-to-date labor-saving devices. The extension of existing short piers to the pierhead line. The construction of pier No. 1, adjacent to the Ferry Building on the north, for the use of bay and river commerce. The concentration of coastwise shipping, with adequate waiting rooms for passengers. The provision of adequate facilities on Islais Creek for taking care of the rapidly developing Oriental oil business. The construction of docks and warehouses at Islais Creek to take care of through freight, having in mind vessels of increased tonnage, thus leaving the docks adjacent to the business section to be used for local freight. This improvement will be the first unit of what will, in the near future, be a great terminal. Warehouses adjacent to the Embarcadero and on the bulkheads between piers to take care of at least the overflow business. The adoption of a system of port charges as favorable to shipping interests as any on the Pacific Coast. The urging of the equalization of absorption charges on through freight by railroad companies, so that this port may not longer be at a disadvantage.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

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(Continued on Page 11.)

The Seamen's Journal

Published weekly at San Francisco
BY THE
SAILORS' UNION OF THE PACIFIC

Established in 1887

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S. A. SILVER.....Business Manager

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Headquarters of the Sailors' Union of the Pacific, 59 Clay Street, San Francisco.

NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 20, 1918.

WHAT'S DOING IN EUROPE.

A New Zealand labor exchange, "passed by the censor," contains the following timely reference to press stories about Russia:

The situation in Russia is wrapped in obscurity and gloom.

Daily for months we have been regaled with press stories manufactured in the various European capitals, including Berlin, and published with no other object than the discrediting of the working-class Government of Russia.

That campaign of falsehood carried on assiduously and unscrupulously has succeeded only too well. The truth has only been allowed to percolate through at long and rare intervals, and even then generally in twisted and distorted form from the pens of but a few courageous lovers of Democracy and Freedom, who have refused to sell their souls, intellect and conscience, to the international gang of capitalists who are flocking together like eagles to feast on the carcass of Russian liberty.

The real situation in Russia is and has, indeed, been a closed book to the average American. A hundred or more wise men have written about present conditions in that country, each in his own way earnestly attempting to tell the truth. But no two of them seem to agree upon any of the alleged facts presented for our consumption.

The truth seems to be that no single person can possibly know all about the present situation in Russia. Hence, the most truthful word-pictures we receive present, at best, only a glimpse at that composite screen which must be seen as a whole to gain a proper perspective.

Since the very beginning of the Russian revolution that vast country has become a regular Pandora's box. And now Germany, Austria and, from present indications, some of the smaller surrounding countries as well, are to be added to the territory where millions upon millions of human beings are striving and struggling for Democracy and Freedom.

Truly, we can well afford to hesitate and "think" before swallowing some of the extraordinary yarns from Europe, tastily dished up for us by capitalistic press agencies.

The newspapers of America, with few honorable exceptions, are owned and controlled by men who thrive on special privilege and who naturally hate and despise genuine Democracy under whatever name it may flourish.

So beware, fellow workers, of poisoned gas spread via carefully manufactured stories. The plutocrats of America would a thousand times rather perpetuate Czars, Kaisers and all that goes with it, than to spread across the map of Europe a half dozen working-class republics.

The titular heads of the ancient autocracies in Central Europe have been deposed. Let us give the people who have carried them upon their backs a reasonable chance to straighten their limbs in the exercise of a glorious newly-won freedom!

THE SAME OLD STORY.

When the excursion steamer "Eastland" capsized while loaded to the gunwales with human freight, some three years ago, there was a terrific uproar for a vigorous investigation and a nation-wide demand to punish those guilty for the disaster.

Well, the "usual" investigations have been held. The courts have been rendering the "customary" verdicts, all in favor of the particular property rights involved in this case.

The United States Supreme Court has just had the last say and has, of course, upheld the decision of a Federal court in Chicago that a claim of $34,500 for raising the "Eastland" is a preferred claim.

This decision destroys any hope that relatives of the eight hundred victims can secure damages, as the towing company's claim and other expenses will wipe out the $46,000 for which the boat was subsequently sold.

The "Eastland" was built for freight-carrying purposes, but later was placed in the excursion business. Chicago trade-unionists warned authorities of the danger of an accident, because the vessel was top heavy and "listed" dangerously when her decks were crowded. These warnings were unheeded and on July 24, 1915, the boat rolled over while tied to the dock. She was loaded with 3,000 excursionists at the time.

Thus, there has been added another chapter to the bulky volume entitled "The Same Old Story." Plenty of investigation and no action! Nobody hurt except the victims of the disaster. Nobody punished except the victims' dependents!

Mr. Charles R. Page of San Francisco, a member of the United States Shipping Board, has suddenly tendered his resignation, and according to press dispatches, his resignation will be accepted. The JOURNAL has no information indicating the cause for Mr. Page's sudden desire to terminate his services on the Shipping Board. It is highly significant, however, that the resignation should be forthcoming at a time when he did not find everything "plain sailing" in urging the adoption of an open-shop or anti-union manning policy. The report of his efforts in this direction came as a great surprise to San Franciscans who knew him well, because he had never participated in any of the union-busting schemes launched at regular intervals by California-street money bags. Perhaps his resignation was due to entirely different reasons, but, as stated, it is significant that he should quit before finishing his open-shop drive.

CO-OPERATION.

All who have delved into the history of the workers' struggles for a more equitable distribution of the good things in life know the story of the twenty-eight weavers in Rochdale, England. Back in 1844, following one or two precedents, they joined forces, started a store, and set in motion the co-operative movement in Great Britain.

During the past year, members of the various co-operative societies in England bought from their organizations over a billion dollars' worth of goods at a saving of from 8 to 20 per cent.

In America, co-operation has not taken hold; but in the coming period of reconstruction there is very likely to be a decided change in that respect. Amongst the great social experiments, some fundamental and lasting, others not, the co-operative movement should be studied. It is destined to be a tremendous influence.

Emerson P. Harris, President of the Montclair (New Jersey) Co-operative Society, has written a scholarly, practical, readable and up-to-date study of the Co-operative Movement all over the world. It is a suggestive book, by one who has for years studied European developments and who is applying their teachings in his own locality.

Someone has stated that most members of the British Co-operative Societies "have eaten their way into a home." Certainly, too, they have learned higher human values in merchandising. It is significant that in every contest with the trusts (the soap trusts in England, the packers in Switzerland, and the sugar trusts in Sweden), the co-operative societies have scored decisive victories. They are now the largest manufacturers of the articles involved in their tremendous battles with these Big Business combinations.

The forces that seek the emancipation of the workers have always retarded attainment of their common aim by working at cross purposes; yet it is obvious that no matter how divergent their views, bitterness and dissension amongst them must be avoided in the interest of the general class wellbeing of the wage earners—in the interest of the establishment of fundamental democracy.

Through political working class organization Socialists seek to secure for the worker a system under which he shall receive the full social value of his toil. The goal of trade-unionism is to secure for the worker equitable wage and working conditions.

In the formation of the new economic and industrial system forged by war we must look toward consumers' co-operation and common ownership of public utilities and life's resources. But it is imperative that we have unity of all forces that believe in the fundamental principle of "Equal Rights for All, Special Privileges for None" and the equally great principle of "The Greatest Good to the Greatest Number."

Co-operation, the collective buying and selling of commodities, must be understood and worked for, along with the great basic reform—the freeing of the world's natural resources for the use of all the people. For this Mr. Harris' new and valuable book cannot be too strongly recommended.

The publishers' standard edition of "Co-operation" sells for $2.00 but The New

York Public has ordered a special edition, printed from the same plates and on the same paper stock; well-bound in cloth. It will be sold at the low price of $1.10 postpaid. Address, The Public, 122 E. 37th Street, New York.

SURPLUSES AND TAXES.

The Atlantic Refining Company, a petroleum concern of the Standard group, has a surplus of $45,000,000 which it is thinking of distributing in the near future. Nothing is said, however, with regard to the distribution of this sum among the consumers who have built up the surplus. An even more important observation would be to the effect that, so far as known, no steps are being taken to make the accumulation of such surpluses impossible.

Any casual reader of the foregoing paragraph will doubtless take it for granted that this is the wail of some dissatisfied Socialist, or perhaps of a pestiferous Bolshevik.

But far from it, kind reader. It is a random selection from the editorial page of the staid and conservative Christian Science Monitor.

This is a most hopeful sign and should give real comfort to Amos Pinchot, who so strenuously advocates the creation of a Federal Business Administration for the purpose of freeing the Government and the public from the evils of the profiteer. Mr. Pinchot, by the way, states in a letter to Chairman Kitchin, of the Ways and Means Committee, that 287 of the larger business corporations in the United States made excess profits aggregating $1,559,331,730 during the fiscal year 1917. Then, in support of his claim that the 80 per cent. excess profits tax would not crush business, Mr. Pinchot cites the increase in British trade under an 80 per cent. tax. Great Britain's export trade in 1915 was £384,900,000; in 1916 it was £506,300,000; and in 1917 it was £526,000,000.

To be sure, all of this is beside the question what to do with that $45,000,000 surplus of the Atlantic petroleum concern. But it is not so far away from the problem of how to prevent the future accumulation of such surpluses. Proper taxation during the war is quite important, but not nearly as much as the levying of an equitable and just tax in times of peace. We have many years of peace to every year of war, and it is during the years of tranquillity that the present war debts will be liquidated. Why does not the Christian Science Monitor take the lead in that direction?

Victor A. Olander, Secretary of the Sailors' Union of the Great Lakes and a member of the National War Labor Board, is confined to his home at Chicago, due to a general physical breakdown. Olander has been a regular human dynamo. For years he has worked from twelve to sixteen hours per day, without intermission. The additional work and responsibilities which were entailed by his membership on the War Labor Board finally proved more than even his powerful constitution could endure. Here's earnestly hoping for his early and complete recovery. All who know Victor Olander and his worth will join in the wish that he be spared for many years of further usefulness in the great movement he has so signally served and honored.

"Recognition of the union," after all, implies merely a guarantee of good faith on the part of the employer toward his employees.

THE MISSISSIPPI BARGE FLEET.

Facts About the Latest Developments in Transportation on the Upper Stretch of Our Greatest River.

The U. S. Government having recently decided to take an active part in the development of transportation on the Mississippi River as an aid in the general transportation problem of the war, it will, no doubt, be interesting to learn of the progress that has been made toward the consummation of this enterprise on the upper stretch of the river between St. Louis and St. Paul.

Contracts have recently been let for the construction of nineteen barges and contracts for four steamers to tow them will follow shortly, and the whole fleet will cost, approximately, $3,360,000. The plans for the barges and boats have been prepared by Mr. W. S. Mitchell, assistant engineer in charge, U. S. Engineer Office, St. Louis, who has kindly furnished the following data:

The barges had to be so designed that they could carry economically large tonnages of low-class bulk freight like ore, coal, steel and lumber, or oil. The limiting navigable draft during low water season in the Upper Mississippi River is 4 feet for a wide tow. The limits of length and width were imposed by bridge spans and locks. There are fourteen bridges between St. Louis and St. Paul; all but one of the bridges have clear spans of at least 150 feet, through which three 48-feet barges may be passed abreast. There are two locks at Keokuk and at Moline, and there soon will be three, as an additional lock is being constructed on the Upper Rapids at Smith's Island, a few miles above Moline. The clear length limit at the present Moline lock is 300 feet.

The problem, therefore, was to design craft which should handle up-stream tonnage against rapid currents, and could be operated profitably on a depth of 4 feet in time of low water in a country whose rail transportation is on a lower ton-mile basis than that of any other country of the world.

The plans which have been developed contemplate the construction of nineteen steel barges with double bottoms. These barges will be 300 feet long, 48 feet beam and 10 feet deep, with 8 to 9 feet full-load draft. They will be double-enders, with modified spoon bows. Such a barge will carry 3000 tons on 9 feet, and on 4 feet draft at time of low water, 850 tons. A tow with three such barges, which is the best approved arrangement for a river towboat, would thus carry 9000 tons at high water and 2500 tons at low water.

The barges will be built with open cargo hoppers, 36 feet wide by 256 feet long and 6 feet deep, with the bottom 5 feet above the bottom of the barge. The hopper will thus leave a 6-foot deck on each side of the cargo space, which will be surrounded by a raised coaming.

The barges will be equipped with pipes and pumps so that they may carry oil in the double bottoms. The location of the great oil fields of Southern Illinois and Louisiana relative to the Mississippi River makes this a desirable feature.

Each barge will have anchors, and rudders so that if tandem towing by hawser, as is common practice in Europe, sholud be required, the equipment will be adapted to it.

The towboats also will be steel throughout and will be the most powerful of their kind yet designed. While they will represent a distinct advance upon any equipment now in service, no detail will be embodied whose use is not warranted by the records of actual experience under severe operating conditions.

The towboats are designed to meet more exacting conditions. They must furnish 200 h. p. at high water and carry a day's coal on a draft of 3 feet for low water work. The boat which has been designed to achieve this will be 234 feet long by 58 feet wide. An idea of the difficulty of floating the requisite power on a boat of these dimensions and draft may be judged from the fact that the towboat "Sprague," the most powerful river towboat thus far constructed in the United States, develops approximately the same power on a draft of 7 feet with a hull length of 264 feet and a width of 61 feet.

The new towboats will have modern marine engines. The boilers will be water tube, or combination water tube and fire tube, carrying 250 pounds pressure. Boilers have usually been the weak point of river steamers. The old, big flue boiler of the ordinary river boat is greatly overtaxed, being called upon to evaporate as much water on 4 square feet of heating surface as is evaporated by 10 square feet of surface in an ordinary land installation.

The new towboats will have the boilers and engines placed in a sunken hold, about 1 foot above the water line of the boat, in order to make a low model and save weight. They will be provided with "towing engines" to keep an unvarying stress on the hawsers in towing barges tandem. The wheel will be a stern wheel, about 21 feet in diameter by 40 feet in breadth. The boats will be equipped with auxiliary rudders at the rear of the wheel. These rudders were borrowed a few years ago from the practice of steamboats of the Yukon

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 18, 1918.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good. One hundred dollars was donated to the United War Work campaign. Election of delegates to the I. S. U. of A. convention, which meets at Galveston, Texas, in January, was proceeded with.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Nov. 11, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 11, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 11, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 11, 1918.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 11, 1918.
Shipping fair; few members around.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Nov. 11, 1918.
Shipping medium; prospects fair.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Nov. 11, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 4, 1918.
Shipping good; prospects fair.
R. H. BLACKWOOD, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 14, 1918.
The regular weekly meeting was called to order at 7 p. m. Eugene Burke in the chair. Secretary reported shipping fair. Nomination of delegates to the International Seamen's Union convention and balloting on officers for the ensuing term were proceeded with. Donated $100 to the United War Work Campaign. Shipwreck benefits were ordered paid to two members wrecked on Barge No. 95.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 8, 1918.
Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 6th, 1918.
No meeting. Shipping fair; very few men ashore.
HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66 W.

DIED.

Hilding Andersson, No. 1721, a native of Sweden, age 27. Died at Tacoma, Wash., Nov. 12, 1918.

Carl Johan Bengtson, No. 1924, a native of Sweden, age 38. Died at San Francisco, Cal., Nov. 12, 1918.

Charley Greenlund, No. 1258, a native of Sweden, age 27. Died at Seattle, Wash., Nov. 5, 1918.

Albert Ljungquist, No. 2137, a native of Finland, age 46. Died at Sydney, Australia, Aug. 13, 1918.

Edward Norris, No. 897, a native of Ireland, age 34. Died at San Francisco, Cal., Nov. 16, 1918.

Adolf Odenberg, No. 1428, a native of Russia, age 28. Died at San Francisco, Cal., Oct., 1918.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Republicans in the House will have a good deal to say as to the conversion of the war industries into peace industries. In the Senate the two parties are so closely balanced that two progressive Republican Senators can hold the balance of power, if it so happens that all the other members stick to party lines on the demobilization issues. In view of the likelihood that Theodore Roosevelt is to be the Republican candidate for the Presidency in 1920, it is reasonable to presume that the Republican policy will be one of trying to please both the labor movement on the one hand and the big business interests on the other. For that reason the position of organized labor in dealing with the new Congress is not quite hopeless.

Labor's position can scarcely be called fortunate, however. The defeat of Keating and Hilliard in Colorado, and of pro-labor men in scores of districts in other States, is bound to hinder the legislative program of the railroad brotherhoods, the organized metal trades, the opponents of child labor, and all the forces that are trying to build into law the day-by-day gains of the industrial battlefield. The Non-partisan League farmers in North Dakota send three men to the House to vote with labor, and they help to send another man from the Duluth district of Minnesota, where Clarence Miller, of steel trust sympathies, has been replaced by W. L. Carss, a locomotive engineer. John I. Nolan of San Francisco comes back, and Kelly of Pittsburgh, and Van Dyke of Saint Paul. Some of the new men among the Republicans are reported to be union card men who are still loyal to labor. Finally there is a change from Meyer London back to Victor Berger as the lone Socialist member. Both of them are union men, and have always made a straight labor record in Congress.

One of the first issues to be settled, when the new Congress comes together, will be the degree to which the Republicans will interfere with President Wilson's methods of putting the industries of the country upon a peace basis. The President will probably not wait for the Republicans to dictate what shall be done. He has a friendly Congress for the next four months, and he will probably get through, in that period, a measure which will permit him to make immediate arrangements for sending home a large part of the men now in training camps. That is, provided the German army is wholly surrendered or disarmed before that time, and there remains no further danger of war. The men now in France could probably be brought home within six months, but they will stay until the peace congress has completed its work. After that, a large number of them may still remain for a year or more to police certain parts of Europe and to help in the rebuilding of northern France and Belgium.

It is difficult to see how the new Congress can find a good excuse to demobilize any of the soldiers until jobs under fair industrial conditions shall have been secured for them. If there is to be any payment of out-of-work benefits for soldiers, it is only reasonable that the Government should pay them, up to the moment a civilian job is forthcoming. Acting upon that theory, some of the progressive men in the Wilson administration have been preparing a plan for this transfer of the soldiers from the military service to civilian work.

They propose that the Government, through the 1500 community labor boards, shall find out just how much employment at each trade or calling is to be had in each community. Then the Labor Department is to notify the employers that certain industrial standards must be met—standards as to hours, rates of pay, the right of the workers in industrial plants to have shop committees and to have a voice in the actual management. Unless guaranties are received that these standards will be accepted and enforced in a given locality, the Labor Department will advise the War Department that no men should be mobilized to accept work in that locality.

On the other hand, the Labor Department will arrange with Federal, State and municipal authorities that a big program of public work—such as roads, bridges, reclamation of waste lands, etc.—shall be undertaken, as "buffer" employment. Soldiers and sailors coming back to civilian work may choose between this public work, in which the high industrial standards will be maintained, and private employment. Thus by direct withholding of a labor supply and by the offer of work at better terms, the Government will force the stubborn employers in each locality to meet the higher standard of wages and conditions—especially the democratic voice of the workers in the management of the industries.

This high standard set for demobilized soldiers will apply, of course, to all workers in the locality where it takes effect. Thus the process of demobilizing the American armies may work a veritable revolution in industrial conditions—and a revolution for the better, despite the talk that labor must now consent to a return to the old low-wage and open-shop regime.

This plan is merely a plan, as yet. Any labor body that thinks well of it, or of any part of it, should notify the Secretary of Labor or the Secretary of War of that opinion. What is wanted is a definite plan, approved by organized labor, with which to ward off the hostile tricks of the junkers in Congress. The time is short.

In Massachusetts, the election has resulted in the success of the amendments to the State constitution, establishing the initiative and referendum for both laws and constitutional amendments. Fifteen thousand signatures on an initiative petition for a law, and 20,000 for a constitutional amendment, will henceforth be enough to place them on the ballot at a regular election.

Henry Sterling, now legislative agent of the A. F. of L., who was a leader in the fight for the initiative and referendum on behalf of the labor movement of Massachusetts, drafted and secured the State Federation's endorsement of a program of laws that are to be put up to the people of the State by petition, since the initiative and referendum have been adopted. There are seven points in this program. They call for a State insurance fund for injured workmen, to be maintained by the employers; proportional representation of all political parties, in the Legislature; not more than eight hours work per day for women, nor more than five hours for children between fourteen and eighteen years of age; a scheme of taxation on land values, incomes and inheritances to provide funds for old-age pensions, State university, and maternity and disability allowances; public ownership and operation of street railways; citizens to have the right to borrow money from the public treasury for productive and useful purposes only under equal conditions and for adequate security; "every city and town shall be under obligation to afford opportunity for employment, food, fuel, shelter, and other common necessaries of life, at reasonable cost, for its inhabitants."

This last proposal means the opening of homesteads to workers by the municipalities of the State, where vacant lands can be secured for the purpose.

* * *

The National War Board, besides facing the danger of political attack from the Republican standpatters, backed by the Democratic reactionaries, is now brought up against the problem of the woman in industry who refuses to go back home.

Out in Cleveland the street car company hired 170 women to operate cars, after a considerable labor shortage had been created. How the shortage was created is a point in dispute; the union men say the company wanted to get women to do its work at lower wages and worse conditions; the company denies it. Anyhow, the union kicked at the women's coming into the industry, and refused to admit them to the union.

A Federal mediator went to Cleveland, brought the union and company together, and ordered that the women be discharged by November 1. Then the women organized a union of their own, and appealed to the War Labor Board. They declared that they were never consulted by the mediators nor by the company or union, as to whether they were willing to go home; furthermore, they refused to go. It then appeared that the first report of the mediators had been that the women were needed to run the cars; it was only after twelve days that they changed their attitude. Anyhow, the women demand that the War Labor Board uphold its own principles, which call for the protection of the workers against discrimination.

A woman lawyer, Miss Florence Allen, of Cleveland, pleaded the women's case at the hearing before the Board yesterday. Attorney Vahey for the Amalgamated Union, argued that there was no place for women on the platform of street cars in Cleveland, and that as they took the places of men who might be hired, the women should be dismissed.

Champ Clark was speaking on patriotism. "Our boys will go through hell and high water to win the war, and there's no job too big for them to handle. I thought that the sky was the limit to their patriotism till the other day, when I was visiting a training camp. A company was at mess when I came along, and I was just in time to hear one of the boys land on the company cook: 'If you'd keep the cover on that kettle there would'nt be so much dirt in the soup.' 'Shut up,' retorted the cook; 'your job is not to criticize, but the fight for your country.' 'Sure,' snapped the recruit, 'but not to eat it.'"

ORATORY IN THE SENATE.

The carping critics who for years have been criticising the United States Senate and advocating the abolishment of that body are now due to apologize to the members of the upper House and to the public. The Senate has on two or three occasions furnished public information of a valuable character. Quite recently information was furnished to readers of the Congressional Record that should guarantee the Senate a lease of life for another hundred years. The knowledge which was conveyed to an anxious public is the cause of the excessive price of cow feed. But let the reader see for himself. We quote from the Congressional Record:

"Mr. Sutherland: I wish to ask the Senator whether he has noticed that in addition to these substitutes, some of which are entirely palatable, they compel the householders to buy a large quantity of bran with the flour they have been eatnig, thereby raising the cost of cow feed to an extraordinary height and compelling human beings to eat it?

"Mr. Sherman: Yes, sir; I have noticed that. In fact, I have been a devotee of bran diet for several years myself, not with a desire to injure the cow, however. I take the ordinary flour, and in order to get back what ought never to have been taken out, according to my standard of living, I buy bran and eat them both. I have to buy them separately. I can not mix them, but the result is the same.

"What the Senator from West Virginia refers to as compelling purchasers to buy bran is true. It is making stock food higher."

If the reader is still not fully convinced of the superior knowledge and ability of the members of the Senate he should read the following dialogue which took place on the floor of the Senate the same day the cause of the high cost of living for the cow was discovered. Again we quote from the Congressional Record:

"Mr. Nelson: Speaking about the cultivation of the appetite, there is a kind of a cheese they call Brick cheese. The Senator has probably heard about it. That was introduced and the taste for it was cultivated over the lager-beer counter. Could not something of the kind be done with cottage cheese?

"Mr. Sherman: If we had something to act as a stimulus it is possible.

"Mr. Penrose: How can that happen if we get national prohibition?

"Mr. Sherman: Of course, that presents an appalling possibility.

"Mr. Penrose: It shows that prohibition is a menace to cottage cheese.

"Mr. Sherman: It is also a menace to the pretzel, but really the only thing offensive in the pretzel is its shape, like some human beings. It is really a nourishing product. People could very well exchange their cereal food and put pretzels on the table if you would only change the form. They are unpopular now because of the nature of our public enemy. Along with sauerkraut it has become almost a prohibitive article. Anybody who would say a good word for either might possibly be given a trip on a rail."

Anyone who considers these discussions trival had better keep his thoughts to himself or he will expose his ignorance of the weightier matters which occupy the time and attention of the United States Senate. The fact that such discussions are entirely over the heads of most of the working people is only proof that we should continue to elect a lot of erudite lawyers and business men to go down to Washington and make laws for us and find out what makes cow feed so high.

DANGERS OF A WORLD AT PEACE.

"Peace hath her victories no less renowned than war," sang the poet. But peace has also her dangers.

What will be done with the millions of returned soldiers? What will happen when there is a radical lowering of wages? Will the women submit meekly to being thrown out of their jobs in order to make places for men?

With work plentiful and wages higher than ever before in the history of the country there are strikes and threats of strikes. The Bridgeport strikers defied all the authorities of the Government and finally forced the President to command them to return to work. All this, mind you, with the spirit of patriotism abroad in the land.

But when the war ends, when unselfishness may give way before the onslaught of selfishness, when the old dog-eat-dog ethics are even partially exhumed from the garbage heap of discarded things, will there be sufficient industrial peace for us to enjoy the declaration of peace between nations?

Is it any wonder that men of affairs are working night and day to make plans which will help to lessen the evils that will follow upon the ending of the war?

Our hope is that the big men and women who are now serving the Nation as servants of the National Government will remain at their posts during the reconstruction period, and that they will not think they have finished their work as national officials until the light breaks through the black clouds that will hang low over the world of industry when the troops return and the patriotic celebrations and thanksgivings are over.—Boston Traveler.

"IN THE NAME OF FRATERNITY."

Sonia Lerch, the well-known German Socialist, committed suicide last April in her cell in a Munich prison, to which she had been consigned pending her trial for high treason. She left behind her a letter in which she explained that she had been driven to her last desperate act through the horror and disappointment generated by the Bolshevist fiasco. The Russian revolution, she explained, had filled her with joy. When Lenine achieved the chief power her happiness had known no bounds. But then had come (says the "Christian Science Monitor") the administration of Lenine and Trotzky, aiming blow after blow at "every principle of democracy." She had seen assassination flaunted in the name of liberty; political proscription in the name of equality; a reign of terror in the name of fraternity; and finally the betrayal of Russia and the Allies to Germany, Austria, and Turkey. In short, she had seen revolutionary Socialism become a traitor to humanity, and establish itself as the henchman of the imperialism of the Central Powers. It was too much to endure. She preferred death.

POINTERS ON CO-OPERATION.

The United Mine Workers' Journal urges that in the formation of co-operative stores by labor organizations certain policies be kept carefully in mind—for example, the establishment and maintenance of a limited interest rate on any capital invested in the venture, and a "one man, one vote" principle as applied to matters affecting the membership, regardless of the number of shares of stock a member may own.

No goods should be sold on credit, the article suggests, and no goods should be sold below market price. Reserve and educational funds should be established and returns should be based on the amount of purchases. Membership should be open to all, without distinction of race, religion, or color.

A staff and suitable equipment are, of course, requisites for the operation of the store, and best conditions of labor should prevail. Committees on education and recreation should form libraries and found reading rooms, it is suggested.

About the only argument (?) left the non-unionist is that of the fox who had lost his brush, to-wit, that brushes are altogether too common.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

ditions in relation to adult education, we have not ignored economic considerations, but we have taken our stand on moral grounds. We do not think, however, that there is of necessity a fundamental antagonism between ethics and economics. Adequate pay, reasonable hours of labor, the supersession of heavy, degrading and monotonous forms of manual labor by machinery and improved processes, the provision of holidays, the introduction of human relations and of the social motive into industry, healthy homes and a cheerful environment—these are the indispensable conditions of economic efficiency; they are also amongst the elementary rights to which the citizen as such, and in virtue of his responsibilities, is entitled."

Internationalized Democracy.

"If business can be internationalized, why not democracy?" asks Frank Morrison, secretary A. F. of L., in a defense of the theory of a unity of nations, written at the request of the League to Enforce Peace, New York City.

Opponents of a league of this character, said the trade unionist, want only one kind of internationalism—buying the natural resources of weaker peoples and then have armed forces back up their investment.

"After this war," he writes, "the nations of the earth will either join a League to Enforce Peace or they will revert to the old system of secret diplomacy, huge armaments and an atmosphere charged with rumors of war. In the latter event the ideal that spurred America to war against German autocracy will have proven a delusion.

"An argument against a league of nations is that it could be used to oppress small nations and also workers who, in their organized capacity, would assume responsibilities in the conduct of affairs in their respective countries to which they are entitled. Another argument against the league is that it would develop an international ideal injurious to the spirit of Americanism.

"To the first charge I agree. A League to Enforce Peace could be used to perpetuate wrong. But this possibility now exists in individual nations, down to their smallest municipalities.

"A league of this character is related to the village constable, who can maintain order because he is supported by organized society. In its last analysis government rests on force and any people whose social conscience has not been developed is menaced by the thing that may be charged against the proposed league. This danger can only be removed by the diffusion of education, improved working conditions of the masses which will permit of more leisure, and an intellectual development upon which democracy rests.

"The charge against the spirit of Americanism cannot be supported. It will be noticed in this connection that opponents of a unity of nations support large corporations in their struggle for world's markets. Are we to understand that our government will be encouraged to aid this work, backed by secret diplomacy and huge armament, but that the peoples of our country must not extend their doctrine of peace, fraternity and democracy to countries that American interests would exploit?

"Buying the natural resources of weaker peoples with armed forces to back up their investment, is the only internationalism they favor.

"In short, they want business to be internationalized, but not principle.

"We must end the excuse for armed forces when a social disturbance in a small nation threatens to destroy values of exploiters. When a man invests his money in those countries he should take his chances with the people of those countries and not be permitted to embroil his fellow citizens in bloody war. This would destroy the prop upon which one form of imperialism rests.

"The proposed league contains no new element that I can see. Numbers do not affect a principle, and the plan to unite major nations in the interest of peace is but the enlargement of the idea that nations with common interests have put into effect from time immemorial.

"We have been flattered that prior to this war we held aloof from international affairs, but history does not justify this claim. To cite one instance: At the present time there is in existence a Pan-American Union. Our country is a leading figure in this combination that is based on fraternity and right relations with our neighbors south of the Rio Grande and in Central and South America. This movement is decidedly international, and while it has not received the publicity it deserves, its purposes and effectiveness are beyond question.

"The American mind is international. It is not bounded by the Atlantic, the Pacific, the Gulf and the Great Lakes. The present war testifies to the American's longing for a democratized world. His fear of autocracy has been continuous. The Monroe Doctrine is an expression of this fear.

"Signs are appearing that certain influences are preparing to forget their complete adherence to the President's war policy and will oppose his plan to create machinery that will eventually end wars and aid in the establishment of new orders. If the present world upheaval is to be the last it is necessary for every advocate of right relations between nations to stand behind the President and aid in the development of a sound public opinion favorable to a League to Enforce Peace.

"When old landmarks are being abandoned America must not be cautious. She must have a confidence in herself to launch the League to Enforce Peace and then hold this new venture to its announced course, that militarism, wars and imperialism in all forms may no longer occupy man's mind."

Heroes in Health Service.

In urging legislation favorable to the United State Public Health Service, Congressman Esch said that up to 1912 there were eight officers in the public health service—eight commissioned officers out of a total force of only 133—who contracted tuberculosis and three died. Fourteen contracted yellow fever and six died. Four contracted typhoid and two died and one had cholera.

"Is it not a fact," asked Congressman Lazaro, "that in the histories which children study in school, credit is given to General Goethals for the building of the Panama Canal, but not a word is said in those histories about the great scientists Reed, Lazarre and Carroll, who went to Cuba, the home of yellow fever, and submitted to innoculation to establish the fact that yellow fever and malaria were transmitted to inoculation to establish the fact for Dr. Gorgas to go to Panama and make a sanitary zone and make it possible for this country to build the Panama Canal?"

"Certainly," answered Congressman Foster, "there is no question but that my colleague states it correctly."

Living Costs Go Up.

Living costs continue upward, according to a report issued by the Bureau of Labor Statistics on food prices for September 15.

Comparing September, this year, with the same period last year the combined price increase for twenty-eight articles of food was 14 per cent.

The five-year period, September, 1913, to September, 1918, shows an increase of 72 per cent. Every article advanced at least 56 per cent. Bacon increased 100 per cent., pork chops, 103; potatoes, 105; flour, 106; lard, 109, and corn meal, 123.

Based on the average price for 1913 as 100, the retail price index number for all articles of food combined on September 15, 1918, was 178, as compared with 171 for August, 1918.

THE MISSISSIPPI BARGE FLEET.

(Continued from Page 7.)

and Columbia Rivers. Everyone who has ever traveled on a stern-wheel steamer knows the tremendous "flanking" power of the large balanced rudders just forward of the wheel when turned at an angle of about 45 degrees with the axis of the boat, and the wheel is revolved backward, throwing the water against the rudders. The stern of the boat, under those conditions, moves strongly sidewise and thus the boat is capable of swinging or "flanking" a heavy tow against the pressure of currents and wind. The auxiliary rudders, placed back of the wheel and directly in its strong race of water, gives the boat the same steering power when going ahead as do the balanced rudders when backing.

The fleets to be constructed under these plans will have a wider range of operating possibilities than any other river craft ever designed at home or abroad, and will operate profitably on even the minimum draft allowed. The barges will be pushed as on the rivers of the Mississippi Valley, or may be towed tandem as in Europe. They may be loaded with oil or with heavy bulk freights, or any other commodities that may be carried without protection from the weather.

The Upper Mississippi is a reach of river 675 miles long. The available depth of channel during the high water months is 7 to 9 feet. The channel is relatively stable, as the river carries but little shifting sand. The stream runs through an agricultural region of great richness, but the traffic possibilities of immediate importance arise out of the fact that at its upper end is a district entirely without coal, yet possessing the richest iron mines in the world, and two industrial cities having together considerably more than half a million people; while at its lower end is an inexhaustible field of excellent steam coal and the fourth manufacturing city of the United States.

The Upper Mississippi is thus peculiarly fortunate in the possibilities of such a "balanced" traffic as it has been demonstrated that the ore can be brought down-stream in barges loaded to capacity to St. Louis, where awaits coal in full quantities for each return trip to St. Paul.—Abstract from an article contributed to the Journal of the Engineer's Club of St. Louis, by Baxter L. Brown.

According to advices received from a gulf port at which the new concrete steamship "Faith" arrived recently from the Pacific, the maritime engineers are satisfied with the "stone" ship and believe that there will be others of the same type constructed in the future. They explain that the vessel has proved satisfactory in every respect and all that remains to be seen is what will happen in the event of a collision. As there is only one concrete steamer now floating the American flag, the engineers may have to wait for some time before their curiosity is satisfied, but according to the maritime experts here it is believed that if the vessels collided hard enough one or probably both would sink.

WHITHER ARE WE DRIFTING?

Are we headed straight for universal military training?

A lot of people seem to think so. Some of them have reached that conclusion from reading David Lawrence's widely syndicated "story" to the effect that the President had decided to come out for a mixed system of vocational and military training; others from studying the actual provisions now being made in the draft act for the military, vocational and academic training of the eighteen-year-old boys.

However, let us take a look at the situation:

In the first place, Mr. Lawrence's "story" was not, and did not profess to be, "inspired" by the White House; it was based solely upon an intelligent analysis of the plans then being worked out by the administration for the training of the 18-year-old drafted boys. First he analyzed those plans and then he made his own deductions as to the probable attitude of the administration in the future. However, while he himself was careful to indicate what was opinion and what was fact, the headline writers put him down flatly as announcing that the President had "changed."

As a matter of fact, the very week that the headline writers were converting the President to Prussianism, the President himself was telling a Yale visitor that he had not changed his position in the slightest. And it is significant, on this point, that the militarists with all their innumerable connections with the White House have not produced a single letter or other scrap of evidence of the President's alleged conversion.

But some people seem to feel that the provisions now being worked out for the training of the 18-year-old boys is somehow or other the "thin edge of the wedge." Well, they wouldn't think so if they could hear the sulphurous comments of the militarists themselves on that question. In the first place these are temporary measures and they die absolutely with the end of the war and the expiration of the draft act. If the wedge is to go any further, Congress must hit it some mighty licks! Peace-time machinery, with penalties, et cetera, must be created. What the military training people require is a definite act, passed separately from the draft act, exacting compulsory military training of every able-bodied youth of 18 for at least six months or a year; and they want that training to be military, in camp or barracks, removed from civilian influences. From their point of view, this latest scheme of the President's would be a cold-blooded cheat. Read in the Record the speeches of Senator Wadsworth of New York and others!

At the risk of mortally offending those good people who can not bear to have politics mentioned in the same breath with the President, we venture to point out certain political factors in the situation which are taken seriously in Washington:

Certain elements in the Republican party, led by Roosevelt, are determined to commit the Republican party to the endorsement of universal military training. They have had their way to a limited extent. The Republicans in New York State, in Ohio, in the State of Washington, have definitely endorsed compulsory military training. On the other hand, there is a whole lot of quiet opposition to Prussianism within the Republican party; a good many of the leaders feel that while it may be a congenial issue, it is distinctly a dangerous one. As we have pointed out in previous letters, the "model platform" adopted by the Indiana Republicans is significantly silent on the question, which shows what Chairman Hays thinks of u. m. t. as a vote-getting issue.

On the whole, however, the Republicans are drifting that way and the President is noting the drift. Now his life-long method in politics is never to let the other fellow have an issue all to himself. If the Republicans should come out for vegetarianism, Mr. Wilson would not come out crudely for roast beef rare. He would let the Republicans get themselves well identified with vegetarianism, with all that it implies, and then he would contrive to let the country know that while he believed in meat for a well-balanced diet, he must confess he was distinctly partial to peas and beans!

It was peas and beans on the "preparedness" issue; it was peas and beans on Mexico. It has been that over and over again; space doesn't permit a more extended analysis. Now, if between now and the next Presidential election, you find friends of the administration stressing the President's ability to recognize the possible benefits of a combined system of vocational and military training, don't assume, in your haste, that all is lost. You may find, on further examination, that it is merely the Republicans!

As a matter of fact, the tide seems definitely turning the other way. At the outbreak of the war, the press bureau of the American Union Against Militarism, located in the Westory building in Washington, had 200 newspapers listed as strongly opposed to the adoption of permanent universal military training and service; to-day their list has grown until it includes more than 700 daily and weekly papers. While to a superficial observer the metropolitan press still seems a unit on the question, here and there big Democratic papers—like the New York World, the Buffalo Courier and others—are beginning to oppose the Roosevelt propaganda as a definite contravention of America's whole position in the war. They are all for the war but they contend that the main object of this war is to put down the whole Prussian system of compulsory military training and service everywhere, and that that means keeping it out of America.

Indeed, there are days in Washington when one is tempted to assert that Congress was never further from the adoption of a permanent system of universal military training than it is to-day. At the recent annual meeting in Washington of one of the so-called defense leagues, a confidential report was made to the directors as to the number of members of Congress pledged to universal military training. They reported 176 members of the House and 42 members of the Senate,—a long ways from a majority. In the opinion of at least one observer, their estimates are too sanguine by a good 10 per cent. If the drift throughout the country, indicated by the increase in newspaper opposition, continues to the end of the war, the junkers will again be driven for their votes back to the Eastern seaboard. — From the American Union Against Militarism.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

Railroad brotherhood executives are asked to assist the United States Railroad Administration in recalling to the service men who have been debarred because of age limits, physical examinations and the "reference system" operated by private management of the railroads.

The sixteen hundred school children of Springfield, Masssachusetts, who cultivated war gardens this season secured returns of from $7 to $400. George LaBonte, the fifteen-year-old lad who realized a cash return of $400 from one acre of land has the highest record.

The convention of the United Garment Workers of America was held in a country hotel. Influenza made a meeting in Cleveland impossible and the delegates were conveyed in automobiles to a suburb fourteen miles away, where they disposed of important business and re-elected old officers.

The War Department states that a total of 12,966,594 men between the ages of 18 and 20 inclusive, and 32 and 45 inclusive, registered September 12 in accordance with the requirements of the act of Congress extending the age limits of the draft law. The total number registered under all drafts since the outbreak of the war is 23,456,021.

Suicides last year in 100 American cities showed a rate of 16.2 per 100,000 of population, against an average of 19.3 for the preceding years since 1902, according to Frederick L. Hoffman, an insurance statistician. He says the rate proves the relation of suicidal frequency to economic conditions, as reflected in the proportion of business failures, which was exceptionally low last year.

Waitresses in the Childs restaurants, operated throughout the United States, receive nearly half their wages in tips, according to the testimony of the manager of the company when censured by the Federal Food Board for advancing its prices 50 per cent. The company pays the waitresses $13.50 a week, and the tips bring the amount to $25 or more, according to the manager. The company will prepare a statement regarding its new prices.

The United States Emergency Fleet Corporation, it is announced, has accepted the advice of trade unionists and will drop welfare work and concentrate on building ships. The workers assured Charles Piez, manager of the corporation, that too much time was wasted. The men also object to professional ball players and prizefighters being given positions as foremen and who order skilled ship builders to "go down in the cellar," when they refer to the hold of a vessel.

Workers employed in a Jacksonville (Florida) shipyard have adopted "short-cut" methods to insure safety first. They have agreed that when one of their number drops a tool or block which might cause injury to others, he will pay $1 into a sick and accident fund. Within twenty minutes after the agreement was made a ship carpenter dropped a ten-pound oak wedge that would inflict serious injury to a man unlucky enough to be under it. The carpenter paid his assessment and declared it was the best kind of an education.

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Fredriksen, J.
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Gronseth, Johan
Gronroos, E.
Gittler, Karl
Grassam, Joe
Gran, A. -1116
Gronlund, John
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Henricksen, Ch. -2503
Hilliard, C. R.
Hetman, V.
Hansen, Adolf
Hansen, Hans
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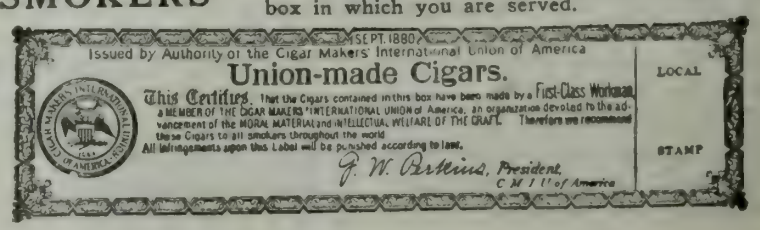

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Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

INFORMATION WANTED.

The members of the crew of the S. S. "Grayson," who rendered salvage services to the "Lowther Grange," will please communicate with S. B. Axtell, 1 Broadway, New York, N. Y., for their share of salvage money. 1-30-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

John Anderson and A. H. Johansen, who witnessed the trouble at Salina Cruz, Mexico, when Gunnar Anderson of the SS. "Nehalem" was taken into custody by the local authorities, will please call at once on F. R. Wall, 324 Merchants' Exchange Building, San Francisco, Cal.

W.S.S.
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INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed. 7-24-18

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

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Ahren, Wm. J.	Kelly, Wm.
Backman, Peter W.	Knofsky, E. W.
Brandt, Arvid	Knutsen, Ragnwald
Bohm, Franz	Laatzen, Hugo
Cariera, Peter	Larsen, Hans
Carlson, Carl G.	Miller, Harry
Christensen, H. P.	Mikkelsen, Harry
Danielsen, Eric	Mattsen, S. H.
Dahl, Ludwig J.	Murphy, Francis Leo
Elliot, Austin E.	Nordman, Alek
Eriksen, C.	Nordling, F.
Eikland, Ole	Nielsen, Jens
Guildersen, W. E.	Nurm, John A.
Guthrie, V. A.	Nogat, E. G.
Geiger, Joe	Nelson, A. S.
Graaf, John D.	Nelson, Harry
Henriksen, Henrik G. V.	Ogilvie, Wm. A.
	Olson, J. W.
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Hartman, Fritz	Peterson, S.
Henricksen, Christian G.	Palm, P. A.
	Peterson, Frank A.
Halligan, Thomas	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
Johnson, Karl	Siebert, Gust
Jorgenson, Earl	Swanson, E. O.
Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Tuhkanen, Johan J.
Jakobsson, K. J. W.	Thoresen, Ingwald
Johnson, Herman	Torjusen, G.
Jensen, Gotfrid	Westengren, C. W.
Jespersen, Martin	Warren, Geo.
Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Selberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

William O'Keefe, who has not been heard from in many years, is inquired for. His niece, Catherine Lynch, aged 12, is very anxious to locate him. Anyone knowing his whereabouts, please notify Catherine Lynch, 42 Monroe Street, New York City.

Home News

The Land Bank of the Spokane district, according to a report of D. G. O'Shea, president, has loaned $19,359,695 to 8300 farmers since April, 1917. Upwards of 21,000 applications for loans, covering $55,000,000 were received.

The Socialists have made a clean sweep in Milwaukee county, Wis., by electing the entire county ticket, including the sheriff and district attorney. Victor Berger, under indictment for a violation of the Espionage Act, was elected to Congress by 5560 plurality.

War gardens to the number of 5,285,000 were planted in 1918, according to the National War Garden Commission at Washington, and produced a crop valued at $525,000,000. In 1917 there were 3,500,000 gardens, and the crop was estimated at $350,000,000. The Commission expresses the belief that the gardening habit has come to stay.

New Orleans has formed a War Labor Board after the plan of the Taft-Walsh board, for the purpose of settling local labor troubles. The board consists of twelve members, six representing employers, three representing white labor and three representing Negro labor. The purpose is to adjust as many disputes as possible without appealing to Washington.

Senator Hoke Smith has introduced a bill in the Senate creating a Department of Education, whose head shall sit in the Cabinet. The bill, which the mover says has the unequivocal support of the National Education Association and the Association of American College Presidents, is designed to bring about a broad and efficient educational policy that will harmonize the work of the several States and the nation.

After stating that the report and rumors that he had read in the daily press had aroused in him an intense antagonism toward the Farmers' Nonpartisan League, J. C. Cook, prosecuting attorney of Dodge County, Nebraska, announced that after a thorough investigation he was convinced of the League's loyalty. He had issued a warrant for the arrest of a League organizer, and his investigation was for the purpose of gathering evidence and preparing his case. When he had concluded it he went into court and asked for the discharge of the defendant. "I find that, instead of being a hindrance to the Government, the League has been of invaluable assistance in spreading patriotic propaganda," said Mr. Cook.

Mrs. Maggie V. Smith Hathaway, of Helena, Mont., has proved that it is possible to run a 600-acre ranch without the aid of men's labor. She knows, because she has successfully conducted her "manless ranch" for six years, raising grain, cattle, and sheep. Mrs. Hathaway began life as a school-teacher. In a few years she became county superintendent. Later she married Mr. Hathaway, assistant State superintendent of schools, who owned a 320-acre ranch adjoining her own. After the death of her husband Mrs. Hathaway farmed the two ranches. It was difficult to get masculine help, so she introduced modern machinery that could be operated by women, and announced to the countryside that hereafter her place was to be called the "Manless Ranch."

BUY WAR SAVINGS STAMPS

Domestic and Naval

While making measurements of river flow in the upper Mississippi River basins and in the Hudson Bay recently the United States Geological Survey discovered that some of the rivers under investigation empty into the Arctic Ocean during certain seasons and into the Atlantic Ocean at other times.

An additional $120,000,000 for ship construction, making a total for that purpose of $3,004,000,000, has been asked of Congress by the Shipping Board. The Senate Appropriations Committee was asked to include the increase in the military deficiency bill, but rejected it in its report. The bill authorizes the President to create a Salvage Commission to Congress to recommend the disposition of Government property acquired during the war. The measure gives the Shipping Board power to acquire, construct, establish or improve any plants or land or to make loans to private persons for this purpose, with the approval of the President. Heretofore the board has had only the right to "requisition." The Shipping Board Act is also extended to give the Government control of dry docks, marine railways and piers, as well as shipyards.

Plans for extensive development of Boston harbor are announced by the State Waterways and Public Land Commission. The proposed improvements include the filling in of large shoal areas and the building of railroads into these areas, extension of the state-owned piers in the East Boston district to a length of 700 or 800 feet and equipping them with most modern facilities, deepening of channels and improvements of rivers entering the harbor. A two or four-track tunnel under the harbor to connect East Boston and South Boston also is under consideration. The Federal Government already is engaged in the construction of a $30,000,000 Army and Navy base and is taking other steps to provide storage and shipping facilities, and the Waterways Commission's plans have been made to meet the needs of the commercial interests at large.

The Nordberg Manufacturing Co., of Milwaukee, Wis., are claiming the possession of one of the largest heavy duty Diesel engine construction works in the United States. About four years ago they made arrangements with Messrs. Carels Freres, of Ghent, Belgium, for the building of the latter's type of engine in America, and originally it was their intention to manufacture them exactly as they were being made in Europe. The fact, however, that the war interfered with the free and rapid exchange of correspondence and machine parts gave them the opportunity of making a number of changes necessitated by the differences in shop practice between one firm and another. The engines they are now building on the Carels Freres license are of the vertical two-cycle type, with three, four, and five power cylinders and one scavenging cylinder. The five-cylinder engine, which develops 1250 b. h. p. at 180 r. p. m., is the largest stationary oil engine of the Diesel type built in the United States, and five examples are already in active service.

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Deposits	55,775,507.86
Reserve and Contingent Funds	2,286,030.34
Employees' Pension Fund	284,897.17

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Adolfsson, John
Alne, G.
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Andersen, Adolf
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Anderson, Andrew
N.
Andersen, C. -1972
Anderson, Eph.
Anderson, Hans K.
Anderson, J. C.—
Anderson, John O.

Baak, M.
Backman, A. -2055
Bahn, C. F.
Barry, Dick
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Bausback, Erwin
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Berg, Haakon
Bernstein, Hans
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Biron, E.

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Carlson, John
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Carlson, Oscar
Carlson, T. C.
Carlson, Warner
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Chilcott, Geo.
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Dahlgren, W. A.
Dahlstrom, Ernst
Dahlstrom, Karl
Damberg, A. A.
Danielson, E.
Davey, Chas.
De Boom, J.

Edmonds, J.
Edvardsen, Frits
Egenda, Nils
Ek, Chas.
Engebretsen, Ole
Engstrom, Ben.
Enstrom, Carl
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Eriksen, Guttorm
Ericksen, Pete

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Fallon, William
Farrell, B.
Ferney, Sydney
Fernstrom, Fred
Fernquest, C. W.
Fickle, Omer
Figved, Sigurd
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Flaherty, E.

Garcia, Jose
Garfield, G.
Glassner, Albion
Gonzales, Francisco
Goulet, —
Graham, Walter F.
Graiff, Ed.
Grant, August

Hagen, Geo.
Halmsberg, O. B.
Halvorsen, Erling
Halvorsen, Henry
Hammarquist, A.
Hammer, Harry
Hansen, H. M.
Hansen, Oscar
Hansen, Raynols
Hansen, Rudolph
Hanson, Fred
Hein, M.
Heldal, Trygve
Henriksen, Johan
Henriksen, T.
Hessen, Ben
Heyn, Thorvald
Hill, — -2030
Hobbs, Frank
Hofman, P. J.
Hogstrom, Harry

Irmy, Feodor
Isaksen, Kristian

Jacklin, Chas.
Jacos, Henrik
Jaderholm, Hans
Jacobs, Fulton
Jacobsen, H.
Jahnke, Paul

Anderson, O.
Anderson, Oskar L.
Anderson, Richard
Andreassen, Karl
Andersson, Anders
Andersson, C. J.
Andersson, Sture
Andresen, Jorgen
Andersson, V.
Antonsen, Arthur
Ask, Alfred E.
Auckland, Gus
Augustin, H.

Bjork, Martin C.
Blauberg, Henry
Blomgren, Carl A.
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Borg, Anthony
Borjesen, L.
Bos, J.
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Brevick, Johan
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Brian, Jos.
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Christian, James
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Christoffersen, G.
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Cunningham, James

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Dresbak, Karl
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Dyer, John

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Erikson, John
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Ettrup, Jens
Eucsen, Sigurd
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Evensen, Andrew

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Holmes, W.
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Jensen, Gotfred
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Johansen, B.
Johansen, Fritz
Johanson, E. A.
Johnson, Bernhard
Johnson, Chas. A.
Johnson, Hjalmar

Kaktin, Ed.
Kallas, Alex
Kallberg, Arvid
Kalvin, Oskar A.
Karlson, Axel
Karman, Wm. B.
Kive, K.

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Kosoff, I.
Kristensen, Kristff.

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Larsen, Arthur
Larsen, Ingolf
Larson, C. A.
Laursen, N.
Larson, John W.
Lebarron, Mk.
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Lindros, G. J.

Madsen, Jack
Magnuson, Magnus
Malgren, M. A.
Martinson, E.
Marx, Tom
Mathusen, L.
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Nauta, Hendrick
Neilson, Neil
Nelson, N. P.
Niejahr, Oskar
Nielsen, C.
Nilsen, Conrad
Nilson, Hjalmar
Nilson, Nat

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Ofeldt, C.
Ohman, Morris
Olmstead, Harry
Olsen, Charley
Olsen, Herman
Olsen, Johan S.

Palm, Torval L.
Palu, G.
Panchot, Herbert
Parral, Olegario
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Pedersen, Eysten
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Pedersen, Sofus R.
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Petterson, Gust.
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Quickman, W.
Quilje, Johannes

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Roesberg, Chas. V.

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Schmidt, C.
Selin, Bernh.
Selin, H. W.
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Sorensen, Georg

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Tammola, Vaino
Tanman, Robert
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Unkila, Paul

Van Helden, H. R. D.
Vadum, Kristoffer
Van Graff, Jan

Johnson, Louis
Johnson, Matt
Johnson, Waino
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Jones, Fred
Jordan, Henry
Jorgensen, H. F.
Jorgensen, Robert

Kjeldson, H. G.
Kjellberg, A. C.
Kjellsson, Axel
Klemmetsen, Sig.
Knegtman, W. J.
Kobben, Bert

Kristensen, L. P. J.
Kristiansen, A.
Kroeger, Walter
Kurgrel, Oles

Linsner, Paul
Littchen, A.
Long, C. E.
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Moonan, Thomas
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Mortensen, B.
Mortensen, George
Mortensen, K. A.

Nilsson, Axel
Nolen, Axel
Nolan, George S.
Nordling, Sam
Nordstrom, Enst
Norling, Gust.
Nutcher, Lyle P.

Olsen, Kristoff
Olsen, Martin
Olsen, Ole -1325
Olsen, Oskar
Olsen, Peter
Olsson, C. O.
Ortman, Carl

Pierce, William B.
Pietch, Frank
Pilcher, H. J.
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Pope, B.
Powell, D. W.
Powell, H. A.
Powell, Patrick
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Punnis, Anthony

Quinn, William
Quirage, Juan

Roos, Yrjo O.
Ronn, E.
Rosen, Valfrid
Ruckmich, A.
Rucknic, H.
Ruger, Harry W.
Rundstrom, Albert
Ruter (Rutler), P.
Ryan, Patrick

Sorensen, O. E.
Sounders, O.
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Spona, Emil
Stoops, H.
Svanson, William
Svendsen, George
Svendsen, S
Svensson, John
Sveeingsen, S. U.
Swenson, Rubin

Thomsen, Ben
Tobiason, Joel
Trimmer, David
Tweeddale, L. A.

Van Reen, T.
Van Vleet, T. B.
Varela, D.
Veneker, Chas.
Vickery, Curtis
Vostar, C. P.

Wagner, Wm.
Wall, George
Ward, Carl
Ward, Emmett
Wayne, A. E.
Weera, W.
Werner, Chas. J.
West, I.
Westren, Christ.
Westvik, Ingolf
Whitticer, A.
Whitty, G.
Wicklund, T.
Wigg, Frank
Zeritt, John

Wihavainen, Geo.
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Williams, T. C.
Winberg, Oscar
Winkler, Otto
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Wright, J. A.
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Wurst, Walter

Zetergren, E.

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Mourice, Francis
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Oveson, A.
Paal, K.
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Spence, Oswald
Wesgaard, Jens

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Allias, W.
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Anderson, John
Asklov, Knut
Campani, Juan
Davilo, E.
Dewlin, Charles J.
Elonen, John
Fabi, A.
Ferguson, Emmet
Johnson, Olaf V.
Jurgensen, J.
Mattesen, Hans
Mattson, Johan H.
Nail, Elijio
Nilsen, N.
Nordstrom, Gustaf E.
Pederson, Carl
Peterson, Alfred
Sandstrom, Iver
Soderlund, J.
Wright, William H.

QUESTIONNAIRES.

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Aalta, Albert
Aalta, Henry E.
Aas, Fritjofe H.
Abrahamson, A.
Abrahamson, A. W.
Addiesen, Johannes
Anderson, Efriam
Archibald, C. R.
Axelsen, J. H.
Baardsen, Hans M.
Benson, Severin
Bowma, Jan
Burg, John
Carlsen, H. C.
Carroll, James P.
Castro, Julian F.
hristensen, Sigvald A.
Cronin, H.
Edwards, E.
Eliassen, Elmar
Eliasson, J. E.
Ellison, Morris
Erickson, Chas.
Folvik, C. E.
Fredericksen, J. F.
Friend, Arthur E.
Gardner, E.
Granman, G.
Green, M.
Greenitz, John
Gronroos, E. E. R.
Gumdeross, Hans C.
Hansen, Johannsen
Hansen, B. P. A.
Henrikson, Henry
Jansson, Karl H.
Jansen, Bernh.
Johansen, Earl
Johnsen, Carl G.
Johnson, Carl
Johnson, Erik
Johnson, John E.
Kaasik, August E.
Kihlstrom, Dom
Koch, Carl
Koski, Juho
Kristiansen, Henry A.
Larsen, Arthur
Larsoe, James P.
Larson, John M.
Lax, Ernest H.
Lehtinen, Ernest H.
Lendberg, Chas.
Lind, Gustave
Lokken, Olai K.
Loine, Frank L.
Lund, John A.
Ludwig, Nils H.
Lundstrom, E. W.
Maki, Matt
Makla, Anden
McGillivray, F. B.
Monsen, Haylor
Nielson, Hans
Nilsson, Nils H.
Norton, Carl E.
Olsen, Nicolai
Olsen, C. L.
Olsen, Claio
Olsen, Angar M.
Olsen, Edward
Olsen, Ragnar
Olson, Knut
Osman, John
Ostergard, Frank
Pederson, C. E.
Peterson, Conrad
Pettersen, Einar E.
Rasmussen, R. H.
Rasmussen, L. A.
Riddell, A. M.
Rudd, Berger
Roed, Hjalmar
Roffer, Jack
Rontved, O. J.
Schippman, H. C.
Sige, Herman
Slippere, K. F.
Strasdin, Paul
Stringer, E.
Tanum, Helga
Teigland, Charles
Van Keppel, Jr.
Walker, James
Wamser, Christian
Wereman, B.
Wilcke, J. W. G.
Wilhelmson, John
Wychzel, Herman
Zwart, A.

INFORMATION WANTED.

A lawsuit has been instituted in he United States District Court in New York against the owners, and on behalf of the members of the crew of the S.S. "Brazos," which salvaged the S.S. "Iroquois." The members are warned against accepting the unjust share of the salvage money offered by the company and which Attorney I. A. Robinow has refused to accept in view of the fact that a proper judicial decision may be shortly reached.

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"Send fifteen dollars."—Kansas City Journal.

Prohibition Worker—Is your husband a wet or a dry, Mrs. Jingle?

Mrs. Jingle—He's a periodical.—Buffalo Express.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

News from Abroad

The Duke of Sutherland, who is reported to be selling a quarter of a million acres of his estates, is described in "Who's Who" as owner of "about 1,358,000 acres."

The holders of British Government securities numbered before the war 350,000; there are now 17,000,000. There are 400,000 local agencies that have collected $395,000,000 in sixpences and half-crowns.

The Defense Commission of New Zealand is urging the government to establish the returning soldier in civil life as quickly as possible in order to avoid the effects of idleness and lack of purpose. The Commission wants more agricultural schools established to teach soldiers who wish to go on the land.

The fact that an Indian woman, Mrs. Sarojini Naidu, presided over a recent public meeting of the Madras Provincial Conference is commented upon by "New India" as marking "the coming of a new great force into modern Indian political life—the Indian woman." It was Mrs. Naidu who at the meeting of the Bombay Provincial Conference, moved a resolution supported by 100 women of Bombay recommending the extension of the franchise to women at the same time as to men.

Of the net area of British India, according to Vice Consul Charles M. Haywood, Calcutta, which is 619,158,644 acres, exclusive of feudatory and tributary States, 229,620,075 acres are actually cropped, and of this cropped area 48,003,917 acres, or 20.9 per cent., are under irrigation. 26,026,942 acres by Government works. The figures just published by the Public Works Department of the Government of India show that about 3,000,000 acres of this area were brought under irrigation by works completed during the year 1916-17.

An order in council has been passed by the Canadian Government, subsequent to a conference between representatives of the Canadian, British and United States navies, when it was agreed that the United States should control all coast patrols, sea patrols, protection of traffic and offensive action against enemy submarines as far east as the 65th meridian (Lockeport, N. S.), including the outer part of the Bay of Fundy, providing that United States naval officers be authorized to visit and search all vessels within Canadian waters west of the 65th meridian.

The increased cost of labor and materials during the war has had the effect of producing the highest bill for the maintenance of the canals in Scotland for the past twenty years. Traffic has fallen off, particularly on the smaller systems. The larger canals, such as the Caledonian and Crinan, make a better showing, the Caledonian having a record of 2605 vessel passages (including 548 vessels on Admiralty service, for which no dues were received), compared with 2105 for the 1917 fiscal year. The ordinary receipts of this canal for the year ended April 30, 1918, were $30,000, or $250 less than in 1917; the total expenditures, $55,000, or nearly $15,000 more than in the previous year. The loss in revenue on the Crinan Canal amounted to $1500; vessel passages numbered 832, compared with 1185 for 1917.

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Foreman—That machine can do the work of a dozen men.

Visitor—Gee whiz! My wife ought to have married it.—Boston Transcript.

"What is your favorite perfume?"

"Well," replied Mr. Cumrox, "in the evening it's mint, but in the morning it's ham and eggs."—Washington Star.

"Do you think it is right for a wife to go through her husband's pockets?"

"I don't know about its being right, but I know from my own experience that it is often unavailing."—Baltimore American.

"There doesn't seem to be so much gun play in Crimson Gulch since prohibition struck." "No," answered Broncho Bob. "The boys shoot straighter, but not so often."—Washington Star.

Bertha—What did father say when you asked him if you could marry me? Percy—He didn't really refuse, but he made a very severe condition. Bertha—What was it? Percy—He said he'd see me hanged first.—Tit-Bits.

"What are your views on this appropriation we have been discussing?" "I've contributed enough of the conversation," said Senator Sorghum. "I want to get it up to the parties who will contribute the money."—Washington Star.

"Professor Diggs likes to use high-sounding phrases." "A mere affectation, no doubt." "No. I rather think he uses such phrases because he's afraid that if people knew what he was talking about they'd know he didn't know what he was talking about."—Saturday Sunset.

"Now," said the professor, "supposing that by some convulsion of nature portions of the earth now under water became dry land, what would be the most prominent characteristic of the landscape?"

And the summer girl who was trying to suppress a yawn replied: "German submarines."—Tit-Bits.

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A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 12. SAN FRANCISCO, WEDNESDAY, NOVEMBER 27, 1918. Whole No. 2514.

JUSTICE IN SAN FRANCISCO.

An Exposé of the "System" Which Frames Convictions and Acquittals.

A record of corrupt manipulation of criminal justice in San Francisco of such proportions as to stagger the imagination was made public during the week in a voluminous report submitted by J. B. Densmore, Director General of Employment, to William B. Wilson, Secretary of Labor, at Washington, D. C.

It is the more amazing in its pattern since it reveals the methods used by the San Francisco District Attorney's office to fix guilt upon the defendants in the "Preparedness Day" bomb cases, while nullifying the prosecution of persons caught red handed in violations of the law.

San Francisco's notorious District Attorney has been trapped by a dictaphone, installed in his offices in the early part of June by a force of half a dozen men working under Densmore. Limitation of space unfortunately forbids publication of the entire shameful record but the introductory as well as the conclusions of Mr. Densmore's report are submitted herewith.

San Francisco, Cal., Nov. 1, 1918.

Honorable W. B. Wilson,
Secretary of Labor,
Washington, D. C.

Sir: Pursuant to instructions received from time to time during the past six months, I have the honor to report that I have conducted a secret and altogether informal inquiry into the Mooney case, and beg leave to submit herewith the results of my investigation. Before entering into a recital of the various steps pursued in carrying out the operation, it might be well to call attention to a number of peculiar features which have characterized this case from the beginning, in order that there may be no misconception either as to the issues involved, or as to the necessity which arose for the employment, on the part of the investigators, of somewhat unusual methods of obtaining information.

On the surface, and in its narrowest aspect, the Mooney case may be defined as the case of the people of the State of California against Thomas J. Mooney and certain other defendants, four in number, charged with perpetrating a bomb outrage in the city of San Francisco during the Preparedness Day parade on July 22, 1916, thereby causing the deaths of nine or ten persons and the injury of numerous others. Of the five defendants, four have been tried. Two of these, Mooney and Warren K. Billings, were found guilty, Mooney now being under sentence of death and Billings serving a life term in the penitentiary; the other two, Mrs. Thomas J. Mooney and Israel Weinberg, were acquitted. The case against the fifth defendant, Edward D. Nolan, has virtually been dropped for lack of evidence. All five of these persons have been more or less prominently identified with the union labor movement in San Francisco.

It was charged by the prosecution that these five defendants were animated by anarchistic motives, and that the bomb explosion which they were alleged to have planned and consummated was the climax of a carefully laid plot to strike a blow at existing social and political institutions and intimidate all those who were in any way concerned with placing the country in a state of military preparedness.

This is one view of the case. On the other hand, it has been urged in favor of these defendants that they are the victims of a monstrous frameup; that the evidence against them has been manufactured out of whole cloth and cut to measure in accordance with a predetermined pattern; and that the District Attorney of the City and County of San Francisco, backed by certain sinister influences antagonistic to the cause of union labor, has resolved to accomplish their ruin if it is at all possible to do so.

This, stated briefly, is the Mooney case. The full record is voluminous. As one reads the testimony and studies the way in which the cases were conducted one is apt to wonder at many things—at the apparent failure of the District Attorney's office to conduct a real investigation at the scene of the crime; at the easy adaptability of some of the star witnesses; at the irregular methods pursued by the prosecution in identifying the various defendants; at the sorry type of men and women brought forward to prove essential matters of fact in a case of the gravest importance; at the seeming inefficiency of even a well established alibi; at the sangfroid with which the prosecution occasionally discarded an untenable theory to adopt another not quite so preposterous; at the refusal of the public prosecutor to call as witnesses people who actually saw the falling of the bomb; in short, at the general flimsiness and improbability of the testimony adduced, together with a total absence of anything that looks like a genuine effort to arrive at the facts in the case.

These things, as one reads and studies the complete record, are calculated to cause in the minds of even the most blasé a decided mental rebellion. The plain truth is, there is nothing about the cases to produce a feeling of confidence that the dignity and majesty of the law have been upheld. There is nowhere anything even remotely resembling consistency, the effect being that of patchwork, of incongruous makeshift, of clumsy and often desperate expediency.

It is not the purpose of this report to enter into a detailed analysis of the evidence presented in these cases—evidence which, in its general outlines at least, is already familiar to you in your capacity as president, ex officio, of the Mediation Commission. It will be enough to remind you that Billings was tried first; that in September, 1916, he was found guilty, owing largely to the testimony of Estelle Smith, John McDonald, Mellie and Sadie Edeau and Louis Rominger, all of whom have long since been thoroughly discredited; that when Mooney was placed on trial, in January of the year following, the prosecution decided, for reasons which were obvious, not to use Rominger or Estelle Smith, but to add to the list of witnesses a certain Frank C. Oxman, whose testimony, corroborative of the testimony of the two Edeau women, formed the strongest link in the chain of evidence against the defendant; that on the strength of this testimony Mooney was found guilty; that on February 24, 1917, he was sentenced to death; and that subsequently, to wit, in April of the same year, it was demonstrated beyond the shadow of a doubt that Oxman, the prosecution's star witness, had attempted to suborn perjury and had thus in effect destroyed his own credibility.

The exposure of Oxman's perfidy, involving as it did the District Attorney's office, seemed at first to promise that Mooney would be granted a new trial. The District Attorney himself, Mr. Charles M. Fickert, when confronted with the facts, acknowledged in the presence of reputable witnesses that he would agree to a new trial. His principal assistant, Mr. Edward A. Cunha, made a virtual confession of guilty knowledge of the facts relating to Oxman, and promised in a spirit of contrition to see that justice should be done the man who had been convicted through Oxman's testimony. The trial judge, Hon. Franklin A. Griffin, one of the first to recognize the terrible significance of the exposé, and keenly jealous of his own honor, lost no time in officially suggesting the propriety of a new trial. The Attorney General of the State, Hon. Ulysses S. Webb, urged similar action in a request filed with the Supreme Court of California.

Matters thus seemed in a fair way to be rectified when two things occurred to upset the hopes of the defense. The first was a sudden change of front on the part of Fickert, who now denied that he had ever agreed to a new trial, and whose efforts henceforth were devoted to a clumsy attempt to whitewash Oxman and justify his own motives and conduct throughout; the second was a decision of the Supreme Court to the effect that it could not go outside the record in the case—in other words, that judgment could not be set aside merely for the reason that it was predicated upon perjured testimony.

There are excellent grounds for believing that Fickert's sudden change of attitude was prompted by emissaries from some of the local corporate interests most bitterly opposed to union labor. It was charged by the Mooney defendants, with considerable plausibility, that Fickert was the creature and tool of these powerful interests and the principal public service utilities of the city of San Francisco. In this connection it is of the utmost significance that Fickert should have entrusted the major portion of the investigating work necessary in these cases to Martin Swanson, a corporation detective, who for some time prior to the bomb explosion had been vainly attempting to connect these same defendants with other crimes of violence.

Since the Oxman exposure the District Attorney's case has melted steadily away until there

is little left but an unsavory record of manipulation and perjury, further revelations having impeached the credibility of practically all the principal witnesses for the prosecution. And if any addtional confirmation were needed of the inherent weakness of the cases against these co-defendants, the acquittal of Mrs. Mooney on July 29, 1917, and of Israel Weinberg on the 27th of the following October, would seem to supply it.

These acquittals were followed by the investigation of the Mediation Commission and its report to the President under date of January 16, 1918. The commission's report, while disregarding entirely the question of the guilt or innocence of the accused, nevertheless found in the attendant circumstances sufficient grounds for uneasiness and doubt as to whether the two men convicted had received fair and impartial trials.

This was the condition of things when I asked for and received official permission to make a further investigation of the case along certain lines which I hoped would develop information of the first importance. By this time the fate of the Mooney defendants had aroused international interest and solicitude. The Netherlands Federation of Labor, the British Trades Union Congress, the General Federation of Labor of Milan, and other similar organizations all over the world, had taken official cognizance of the methods used in securing the conviction of Billings and Mooney, and had entered their solemn protests against what they considered a gigantic frame-up on the part of unscrupulous capitalistic interests to discredit the whole cause of union labor. The liberal sentiment of Russia was aroused because the circumstances of Mooney's prosecution, in the language of the Mediation Commission, "led to the belief that the terrible and sacred instruments of criminal justice were consciously or unconsciously made use of against labor by its enemies in an industrial conflict."

This widespread feeling of suspicion on the part of organized labor throughout the world has, in time of war, a deep and peculiar significance, in order to understand which it is only necessary to point out that under the authority conferred by various legislative measures passed by Congress since the beginning of the war, supplemented by numerous proclamations of the Chief Executive, the Government itself has become the direct employer of millions of men, while the country's principal economic activities have been subordinated to the public interest in every line of endeavor connected in any way with the war. Never before in the history of the country has this partnership of Government and Industry been so close, or so necessary. With every resource of the country engaged in the one supreme effort; with co-operation among laborers, and between labor and capital, the keynote of success; and with the Government engaged in working out a labor program designed to promote the efficiency and morale of the vast army of artisans and laborers who are supplying the sinews of war, it is of the utmost importance that mutual respect should characterize the relations of all the parties concerned—that co-operation between capital and labor should be a reality, and not a mere dream; that distrust and suspicion should have no place in their councils; and that in peace and harmony they should strive wholeheartedly for the one common aim—the winning of the war.

In my investigation of the Mooney case I have kept these facts well in mind and proceeded on the theory that an unwarranted attack upon labor leaders, with a premeditated and deliberate intention to injure and discredit union labor generally, and thus in effect to curtail the production of essential war materials, would constitute a virtual violation of the act of Congress approved May 16, 1918, commonly known as the Espionage Act, which makes it a crime punishable by fine and imprisonment to "utter, print, write or publish any language intended to promote the cause of its (the country's) enemies * * * or advocate any curtailment of production in this country of any thing or things, product or products, necessary or essential to the prosecution of the war." This was not an idle resolution of Congress, but was a serious attempt on the part of the national legislative body to reduce to a minimum the handicap of sedition, perfidy, and the various crimes growing out of a lukewarm or misguided allegiance.

Applying these thoughts to the Mooney case, it will at once be seen that the issues involved transcend in importance the issues of the particular crime and assume proportions that appeal to the imagination. If there has been persecution, along with deliberate falsification of testimony in furtherance thereof, the frame-up becomes a monstrous offense, not only against common decency, but against the flag.

* * *

At this point Mr. Densmore relates some details of the difficult task which he and his assistants had in installing the microphone in Fickert's office.

A transcript of the more important parts in the microphone record, covering several pages of a standard newspaper size, is then submitted in Densmore's report. The San Francisco Call of November 22 had a full account of this record. Other San Francisco dailies printed only a summary of the startling news.

This record shows Fickert and others of his force in illicit and unscrupulous bargains with the McDonough brothers, notorious bail bond brokers, for the fixing of cases and the release of persons brought to the bar of justice for criminal excesses.

Benny Selig, butcher, collector of campaign funds for Fickert and dispenser of sweetbreads and pork tenderloins to Fickert, the McDonoughs and others of his political patrons, flits in and out of some of the pages as he conspires with the McDonoughs and Fickert to bring about a dismissal of an auto tire thief.

How Fickert, the McDonoughs, Benny Selig and others sought to prevent the indictment of Koenig, one of the defendants in the Baker street vice cases, and finally how his release was effected in the courts, is another illuminating chapter of the report.

But the most astounding of all revelations is the chapter embodied against Judge F. W. Henshaw, former Justice of the California Supreme Court, as part of a confession by William J. Dingee, that a bribe amounting to $410,000 was paid to Henshaw, then a member of the court, in part by Dingee and Frank J. Moffit, the latter now dead, for Henshaw's vote in the famous Fair will case.

Henshaw is singled out in the report, first, because of what he has always represented in the State judiciary; and secondly, because with Attorney Frank Drew, attorney for the malodorous Chamber of Commerce "law and order" committee, he has been Fickert's chief of counsel in the "bomb" cases. He is the man who discovered Fickert as the one best fitted to dismiss the cases pending against Patrick Calhoun and other defendants in the San Francisco graft prosecution.

The Dingee allegations against Henshaw are backed up by documents which sustain in every way the bribery in the Fair case. In league with Henshaw and Drew, representing those corporate interests opposed to labor here and elsewhere; and Martin Swanson, detective of the Pacific Gas and Electric Company and United Railroads, who gathered, or assisted in gathering, the bulk of the testimony used against the "Preparedness Day" defendants. Fickert is unmasked by the report as a mere automaton in the hands of more sinister masters.

Nor are all of the open plots of Fickert with the evil forces of the city incorporated in the report of Densmore to Secretary Wilson. Only such dialogue is published as will serve to show the background of the San Francisco District Attorney's office; what has actually inspired the introduction of perjured testimony in both the Billings and Mooney cases—the framework of miserable falschood and hate—that served effectually in the first two trials, but which came crashing down in those of Weinberg and Mrs. Mooney.

The overwhelming proof of Fickert's guilty knowledge of steps taken to produce a witness who will supplant the notorious Frank C. Oxman, in another trial of Mrs. Mooney, is supplied by his own conversations with those who promised to produce one.

"I don't care how you get this witness down to Steuart and Market streets, if you have to bring her down in a balloon," Edward Cunha, assistant to Fickert, says in effect.

Then Fickert proceeds to "make" a witness who will meet just such an emergency.

But the whole detail of the report abounds in so much that is sensational, so much that makes for a clearer understanding of the prejudice built up against the cause of labor—things that are impossible where fact and logic and fair dealing is concerned—that any synopsis can give but a faint idea of its contents.

Mr. Densmore's meaningful conclusions are reprinted herewith, in full:

* * *

For the purposes of this report no further transcript of these dictaphone conversations is deemed necessary. It can readily be understood that merely to pile up a multiplicity of incidents of the same general character would be a work of supererogation, lending increased bulk to an already long report without adding either to its strength or its lucidity. In other words, it is not the object of the present investigation to see how many instances of frameup can be laid to the account of the District Attorney; what is important is the nature and quality, rather than the mere amount of evidence adduced and for this reason one authenticated case will serve as well as a hundred.

The record establishes three sets of facts, each one of which has a bearing upon the question at issue, namely, whether Mooney and his fellow defendants received fair trials at the hands of the District Attorney. These three sets of facts are:

First—That Fickert is in constant association with men and interests of such a nature as to render it incredible that he should be either impartial or honest in the conduct of a case of this nature; that he is and has been for some time past co-operating with notorious jury and case fixers; that, for instance, he is equally guilty with Pete McDonough in conspiring to free a wealthy man charged with crimes of degeneracy; and that he has also been working with the same notoriously corrupt McDonough and Ben Selig to save from conviction Dave Blaine, an automobile tire thief. These cases are mentioned simply to illustrate his common practice, of which abundant evidence is furnished by this report.

Second—That Fickert and his associates have within the past month framed, and conspired to frame, cases with which it was his sworn duty to deal impartially.

Third—That Fickert and his associates, within the past month, have conspired to fabricate evidence with which to convict Mrs. Mooney; and to this end they have attempted, in the grossest manner, to intimidate and blackmail a prospective woman witness.

It will be apparent that these facts, which are all brought out exhaustively in the present report, tend to supplement the revelations already made in the Oxman letters, and that they confirm the impression, made unavoidably by the weak and conflicting nature of the testimony in the bomb cases, that practically the whole of Fickert's case against Mooney, Billings and Mrs. Mooney was made to order.

Let us, in conclusion, touch once more on the general outlines of the "evidence."

Billings, it will be remembered, was convicted on testimony that he had been seen to emerge with a companion from a saloon at the scene of the explosion, put down a suitcase, and walk away through the crowd.

Mooney was convicted on testimony that he had been seen to drive an automobile to the scene of the explosion in company with Billings, Mrs. Mooney and Israel Weinberg, and that he had afterwards driven away in the same vehicle. Other testimony required the entire party to be near Third and Market streets within a few minutes of the explosion, and then to reach Steuart and Market (nearly a mile away) without attracting the attention of the traffic police at a time when the streets were cleared for the Preparedness Day Parade. Photographs and testimony introduced by the defense showed that Mr. and Mrs. Mooney were on the roof of the Eilers building, a mile from the scene of the explosion, at the moment that they were represented by the prosecution as being in Weinberg's automobile in lower Market street.

Two witnesses, Mrs. Mellie Edeau and her daughter, who testified in two of the trals, altered their testimony between the two, and were shown, by the police records, to have been at first unable to identify either Billings or Mooney.

It was the theory of the prosecution that the defendants had at first intended to throw the bomb from the roof of a building at 721 Market street; that they changed their minds when it became apparent that the United Railroads division would not pass before the bomb was due to explode; that they had then proceeded down Market street to Steuart, where they deposited the bomb (concealed in a suitcase) and fled. This whole theory was not only inherently inconsistent in its several parts, but was discredited by the exposure of every important witness, chief among them being Oxman and the Edeaus.

The methods used by Fickert in framing up the cases were revealed by the publication of the Oxman letters, by the admissions of the Edeaus, and by the exposed attempt to intimidate Estelle Smith, the dental nurse who was induced to testify to the fictitious happenings at 721 Market street. These methods were identical with the ones still in use, as shown in detail in other parts of this report. So thoroughly were they understood by court, jury and prosecutor that in the trials of Mrs. Mooney and Israel Weinberg, Oxman was not introduced and swift acquittals resulted. In other words, the testimony which before the Oxman exposure convinced two juries that Mooney, Mrs. Mooney, Billings, and Weinberg were in an automobile at the scene of the crime was too weak, after the exposure, to convince anybody that either Mrs. Mooney or Weinberg were in the automobile or had a part in the crime.

Thus the cases against these defendants had already fallen to pieces before the present investigation began. It only remained to demonstrate that the weakness and dishonesty of the prosecution's testimony was not an accident, but was the result of a consistent policy of conspiracy and corruption. Fickert is seen throughout this report to be prostituting his office in other cases precisely as he prostituted it in the bomb cases, and if there was previously any doubt as to whether a prisoner whom powerful interests desired to convict would receive a fair trial at the hands of Fickert there is now no doubt about the matter whatever. The San Francisco District Attorney's office, thrown wide open by this investigation, reveals the public prosecutor, not as an officer of justice, but as a conspirator against justice. Fickert is shown setting the guilty free and prosecuting the innocent.

Fickert's desperate daily attempts to bolster up a cause which cannot for a moment stand an unprejudiced examination; his affinity for a man who is both a discredited judge and an unblushing representative of dishonest interests; his constant association with, and dependence upon, a corrupt corporation detective; his passionate personal hatred of the various defendants, and his determination to ruin them, despite the fact that he, better than anyone else, knows that they are innocent; his openly expressed contempt, in the midst of a great war, for the President of the United States; his total dis-

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

President is Against "Cleaning Up" Europe

The noisy and influential element in this country that urged an invasion of Mexico, two years ago, to "clean up and establish law and order," will be again confronted by the same White House opposition if they favor this course in Germany.

In an address to Congress, in which he stated the armistice terms, President Wilson gave notice that he did not favor mixing in the internal affairs of the Teuton nation, now in the throes of revolution. He expressed the hope that these peoples would "choose the way of self-control and peaceful accommodation."

"If they do," he said, "we will put our aid at their disposal in every way that we can. If they do not, we must await with patience and sympathy the awakening and recovery that will assuredly come at last.

"The humane temper and intention of the victorious Governments has already been manifested in a very practical way. Their representatives in the supreme war council at Versailles have by unanimous resolution assured the peoples of the central empires that everything that is possible in the circumstances will be done to supply them with food and relieve the distressing want that is in so many places threatening their very lives; and steps are to be taken immediately to organize these efforts at relief in the same systematic manner that they were organized in the case of Belgium. By the use of the idle tonnage of the central empires it ought presently to be possible to lift the fear of utter misery from their oppressed populations and set their minds and energies free for the great and hazardous tasks of political reconstruction which now face them on every hand. Hunger does not breed reform; it breeds madness and all the ugly distempers that make an ordered life impossible."

Compensation Laws Are of Recent Date.

The first permanent State compensation laws were enacted by Washington and Kansas on March 14, 1911, says the United States Bureau of Labor Statistics in Bulletin No. 230, which is a complete history and exhaustive explanation of the various theories of workmen's compensation now in operation in this country.

Washington and Kansas were the first to pass permanent legislation of this character, but the Wisconsin law was the first to become offective, May 3, 1911, the date of its passage. Since then 37 States and three Territories have passed these laws while the Federal law has been amended to include all civil employes.

Prior to 1911 several States had enacted workmen's compensation laws, which were declared unconstitutional. The first legislation in the United States providing for stated benefits payable without suit or proof of negligence was the co-operative law of Maryland, which applied to mining, quarrying, railways and municipal construction work. This law was held to deprive parties of the right of trial by jury.

No two compensation laws are alike. A number of provisions have been adopted quite uniformly by nearly all the States, and those of certain States have been taken as models by others.

In only two States (Hawaii and New Jersey) is agriculture included, and domestic service is exempted in all but one State (New Jersey).

The reason for the almost universal exclusion of agriculture in the United States, the bulletin says, can hardly lie in the fact of its non-hazardous character. European experience, combined with available accident statistics in this country, proves quite conclusively that agriculture is a highly hazardous employment. The belief is expressed that the opposition of the farming element explains the exclusion in 38 States of agricultural laborers from the benefits of compensation acts.

It is stated that probably no phase of workmen's compensation has created more ill feeling than the question of free choice of physicians. In presenting the worker's side of the question the bulletin says the injured man has most at stake.

"It is he, and not the employer, or physician, who suffers; it is his life that hangs in the balance. A man desires a doctor whom he knows, with whom he can freely and unreservedly discuss his ailment, and in whom he has confidence.

"The theory that it is cheaper for the employer to furnish unlimited medical and hospital service on the ground that it reduces compensation costs by an early restoration of earning power has not been universally accepted by employers and insurers. Only four of the 40 States provide for unlimited medical service."

Readjustment Plans to Be Applied Slowly.

Chairman Baruch of the War Industries Board has authorized the statement that the end of the war will not result in immediate cancellation of war supply contracts, but that contracts will be cancelled gradually as requirements are reduced, making it possible to lift curtailments and restrictions upon ordinary industrial activities. He said:

"As the demand for raw materials is lessened by the reduction of war requirements and the cancellation of war contracts if, and when such cancellations be made, the raw materials so made available will be released and allocated by the War Industries Board, for use in supplying civilian and export demands which through curtailment have been held in check during the war. In addition to the ordinary commercial requirements, there will be a heavy flow of materials thus released to supply the demand for the great reconstructional work required by the European countries.

"At the same time there is to be a gradual lifting of the restrictions and curtailments that have been imposed upon industry by the exigency of the war so as to allow as promptly as possible free flow of all supplies into peace channels.

"The War Industries Board will continue to exercise its functions until the peace treaty is signed to the end that the readjustment of the matters on which it

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, **Durban, Natal.**

World's Workers

In the eleven child-welfare centers in Manchester, England, there are schools for mothers at which they receive instruction and advice from experts. These schools appear to be much appreciated by the mothers who attend.

The Miners' Federation of Great Britain is about to introduce an innovation. Its president and secretary will be elected permanently, instead of annually, and subject to the recall. The organization is now composed of nearly 800,000 members.

Newspaper reports from England carry the information that in the first parliamentary by-election under the new register, held at Booth, near Liverpool, a labor party victory of 1064 over the conservative candidate was recorded. The Liberals, who formerly held the seat, did not contest it.

At a recent meeting of the Mexican National Agrarian Commission a plan was formulated for submission to the Ministerial Council and Congress creating an agrarian indebtedness of $50,000,000, which the Federal Government proposes to use for acquiring large areas of agricultural land to be divided and sold to small farmers upon the express stipulation that they shall devote the tracts to intensive cultivation.

It looks as though Bulgaria surrendered just in the nick of time. According to Consul General Murphy, who is in Sofia, the workmen and soldiers in that city were engaged in a continuous discussion of Bolshevikism and "anarchy" was making tremendous progress just before Czar Ferdinand abdicated and scooted for Vienna or Berlin. Murphy says it became a matter of daily routine for the workmen and soldiers to assemble in front of the Czar's palace and pass laws that they intend to enforce. Whether or not a crimp will now be put in the ambitious plans of the Bulgarian anti-imperialistic agitators is not known, but in all probability if the Allies go through with the self-determination principle the people, who forced the surrender of the militarists, will be heard from some more. In fact, a revolution is said to be raging in some sections of Bulgaria at present.

The electoral program of the Irish Labor party adopts "the principles of the Russian revolution, supported as they are by the pronouncements of President Wilson and the premiers and politicians of all the warring and neutral powers, namely, 'the right of all peoples to self-determination'," and interprets those principles as meaning "that Ireland, no less than Belgium or Serbia, Poland or Finland, Bohemia or Esthonia, and these no less than Ireland, shall have the right to decide its own form of government, to choose its own sovereignty, to determine its own destinies without limitations, except such as are voluntarily conceded or are common to all nations." In view of the continuance of coercion and the threat of conscription, to the latter of which the party is firmly opposed, "the National Executive has decided by a unanimous vote that the members of the Irish Labor party shall refuse to attend the House of Commons." In case circumstances shall arise which dictate a change of policy in this respect, the change is to be determined by a special national congress.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Anderson, Morris
Antonsen, N. H.
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Breien, Hans
Bergh, Borge
Carlsson, Axel
Cariera, P.
Clay, Henry
Collins, Ed.
Davis, Oroville
Engstrom, Erick
Eklund, Swen
Ellingson, Billy
Fosberg, Leonard
Frost, Peter
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Hansen, Aksel
Hedernan, H. C.
Hederstrom, T.
Holmstrom, Hjalmar
Hakanson, Axel
Hoek, A.
Hammarquist, Gust
Halvorsen, Harry
Iverson, Tom
Irmy, Fred
Johnson, Gunnar
Johansen, N. A. -1604
Johansen, Fred
Johanson, John
Johanson, John A.
Johansen, Carl
Jacobsen, John
Johnson, K.
Johnson, Ole
Johnson, Chas. A. -2044
Jonassen, Johannes
Jacobsen, Telegram
Johansen, Fred
Johansen, C.
Kallas, M.
Lundin, Arthur
Lechemus, Bill
Lill, Karl
Lyngnes, Chris
Malmquist, Gus
Molander, H.
Miller, John
Mourice, Francis
Monson, Chas. C.
Nurmi, Taini
Norstrom, Hans
Olsen, Ole W.
Olson, Andrew
Peterson, K. E.
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Ryden, Oscar
Raaum, Harry
Rasmussen, J. A.
Swenson, Nickolaus
Spence, Oswald
Sodergren, Oscar
Shlieman, F.
Stringer, E.
Salo, Oscar
Turman, Arthur
Terkkl, Arthur
Thornlund, John N.
Wrig, Claus
Winberg, Oscar
Williams, Edward A.
Warkala, John
Zunderer, Theo

Questionnaires.

Aldo, Kusta Nestar
Axelson, Erik
Anderson, Sven
Christensen, Ole Martin
Doage, Sigvald
Grenlund, Oskar A.
Hanson, John August
Holm, Frank
Jacobsen, Gustav E.
Johansen, N. A.
Johansen, Carl M.
Koso, Peter
Kallas, Martin
Ringvall, Victor
Tysk, John H.

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Pacific Coast Marine.

The schooner "Camano" was posted as overdue on Nov. 20. The "Camano" sailed from Port Ludlow for Port Elizabeth 198 days ago, far beyond the normal time for this voyage.

Influenza is taking a heavy toll of the natives of Kodiak island, off the southern coast of Alaska, according to reports brought from the North. The island's sole physician is said to have left to join the Army Medical Corps.

Partly dismantled and with rudder damaged, the bark "W. B. Flint" has arrived on Puget Sound in tow of the tug "Hercules." The bark got into difficulty at Unalaska and most of the crew went to Seattle on the Admiral steamship "Admiral Watson." The captain and a few of the crew remained on the vessel.

The Emergency Fleet steamer "Mahanna," the sixteenth craft built at the McEachern yards at Astoria, was successfully launched on Nov. 20. The "Mahanna" is of the Hoagh type, 3500 tons and will be equipped with twin engines. She is about 95 per cent. completed and will have her engines installed at the Astoria Marine Iron Works.

With the placing of the operating agency for fifty French wooden ships building in British Columbia in the hands of a Seattle firm, that city became the operating headquarters of a fleet of ninety-two French wooden carriers. All will be North Pacific products. Thirty-five of the number have already been chartered and dispatched on voyages.

The Mexican Government is said to have approved a contract with a Japanese company to operate a line of eight steamships between Mexican ports and Yokohama. Among the conditions is the requirement that Mexicans selected by the Government shall be given practical instruction in navigation on the steamers of the line.

With the authorization of $250,000 for its dredging program, the port of Portland has outlined activities that will make the harbor capable of caring for any ships that may dock there. Dredging will be carried as close to the wharves as the property owners wish, the fifty-foot deadline heretofore established being abolished.

Diver Abrahamsen has just returned to San Francisco from Tampico, where he has succeeded in raising the steamers "Lucatan" and "Coneta," which have reposed in the mud of the harbor bottom for four and nine years respectively. An effort was made by another diver to raise the steamers some time ago, but the result was a failure. The craft belong to the Walter Page Oil Refining Company.

After being withdrawn from the Vancouver-Oriental service for three months by the Canadian Government, the Canadian Pacific liner "Empress of Japan" has been ordered returned to the regular run and will sail from Vancouver for Nagasaki and Hongkong November 27. This is taken as an indication that all of the Canadian vessels that were withdrawn will be restored to the service as soon as they can be spared from the war and military needs.

British Columbia shipbuilding concerns have been awarded Dominion Government contracts for the construction of ten steel ships, of which eight are to be built in Vancouver, at a valuation of $16,000,000. Coughlin & Sons, Vancouver, will build four ships of 10,000 tons; Wallaces, whose yards are in North Vancouver, are to construct the same number of 8100-ton ships, while the Victoria Machinery Depot will build two boats of the latter class.

The San Francisco Chamber of Commerce is undertaking to improve conditions at that port resulting from export and import restrictions during the war. Cooperation in this project is being sought from all shippers and importers. Specific cases have been requested of actual injuries resulting from these limitations. Concessions are to be asked for, such as the assignment of ships now being built on the Pacific Coast to the Pacific trade instead of elsewhere, advance notice of available tonnage two and four months in advance, and the installation of a private wire from San Francisco to the main offices of the War Board in Washington.

Final steps toward the removal of censorship restrictions on publication of movements of commercial shipping were taken by the Navy Department during the past week. Port authorities were notified that ship news reporters might hereafter board incoming vessels. The Treasury Department was advised that collectors of the port may release news of shipping without restriction. The Navy itself will continue on a war footing until surrender of German war craft is complete. Only movements of war vessels, transports and supply vessels directly under naval jurisdiction need be withheld from publication.

General Manager A. F. Haines of the Pacific Steamship Company, has returned from a tour of the East. Haines predicts that the importing and exporting business of San Francisco and the entire Pacific Coast will be enormously increased as the result of the war. Haines' company has perfected an organization in the Orient and will extend its operations to the offshore trade. "Before the war," said Haines, "the American people had neither the ships or inclination to go after foreign trade, but now it is different. We have now or will have soon something like 3000 ships of our own and as the result of shipbuilding propaganda spread broadcast since the beginning of the war we have also the inclination to go after this trade."

A new chapter in the long list of sea thrills and adventures that have surrounded the schooner "Casco" since Robert Louis Stevenson chartered the tiny craft to cruise the South Seas thirty years ago was finished during the past week, when the vessel came into San Francisco with all hands manning the pumps to keep the flush hull from sinking. The adventure ship came from Suva, and for the last forty-four days of the voyage Captain Percy E. Troup and his crew of five, including the cook and the bride of the skipper, had never left the pumps for a moment. The water had poured into the vessel so fast that the relinquishment of pumping for a single hour would have resulted in the sinking of the old craft. The "Casco" is now owned by H. O. Wicks of Seattle. She may go north next season for seals, but Troup will not be commander, for his bride says she has had quite enough of the Stevenson ship.

A number of the wooden ships now building and nearing completion on the Pacific Coast may be installed with the Bolinder or other type of internal combustion engine, is reported in advices received from Washington. According to a number of shipping men who have returned from the East recently, the Shipping Board has decided that in place of the steam engines which have been withdrawn for use on the wooden ships it will be advisable to experiment with the internal combustion engines of the Diesel or near-Diesel type. The experiments made on this coast with the Bolinder have proved so satisfactory, it is reported, that this has led the Government men to the conclusion that they may well be tried out on the big wooden ships. The Bolinder is made in units of 160 to 500 horse-power each, and if these are placed in units of two on a vessel it will be possible to give a large vessel 1000 horse-power with twin screws. It is possible that more than one type of engine may be experimented with, it is said. Certain experienced navigators of the old school, who sailed sailing and steam vessels many years ago, are of the opinion that if the single unit of steam propelling one screw is replaced by a twin outfit there will be less vibration and the wooden construction will stand up better and there will be less leaks.

The historic old steamer "Breakwater," which ran ashore on the coast of Mexico about thirty miles north of Puerto on October 7, is a complete wreck, according to advices received by Thomas Crowley of San Francisco. The telegram says that a northerly gale has broken the craft into bits; that while the crew was making a landing the third officer was drowned, but that Captain J. A. Wayland and the rest of the men are safe. With the exception of the commander, the crew was shipped from New Orleans. The "Breakwater" ran ashore while steaming from New Orleans for Puerto and went so high and dry that it was believed there would be a salvage job. All of the passengers were taken off and lighters were sent out to salve the portion of cargo not affected by the water. The "Breakwater" was built at Chester, Pa., in 1880. The vessel was 1065 tons gross, 201 feet in length, 30 feet beam and 19 feet depth of hold. She was owned by the Southern Pacific Company for many years and operated between here and Portland. Later she ran between Coos Bay and Portland under ownership of Charles P. Doe. She was sold to Thomas Crowley and Andrew F. Mahony three years ago and was retained on this coast until March, when, in charge of Captain Wayland, the vessel steamed for New Orleans and was placed in the fruit and passenger trade between the Gulf port and Puerto, Mexico. Crowley said that the vessel was valued at about $150,000 and fully covered by insurance.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, NOVEMBER 27, 1918.

THE PEACE CONFERENCE.

The seamen of America have particular reason to rejoice in the definite announcement that President Wilson will be present at the Peace Conference in France.

President Wilson by affixing his signature to the Seamen's bill, over the protest of powerful and influential "interests" at home and abroad, completed in a peaceful manner the work begun by Abraham Lincoln, the great emancipator. Not only did he make American seamen free men but he gave the same priceless heritage to all foreign seamen when their vessels are in any safe harbor in the United States.

President Wilson understood the Seamen's struggle for freedom. He harbored no illusions upon the attitude of international capital invested in shipping. He knew that this one act of his would be bitterly resented by those who had always regarded the seamen as the least significant of all the factors which enter into the operation of ships. But, as most Americans have learned to know since, President Wilson does not hesitate to stand up for humanity and the cause of human freedom generally, whenever the issue is squarely before him.

The coming peace conference will dispose of various matters and issues of especial vital concern to seamen. The recent interallied Labor and Socialist conference at London accepted the American Federation of Labor's proposal to the peace conference that "seamen of the merchant marine shall be guaranteed the right to leave their vessels when they are in a safe harbor." This is an overshadowing, fundamental issue upon which the attitude of Woodrow Wilson will never for a moment be in doubt.

Of course, there will be correlated issues. For example, there will surely be a new international definition of the "Freedom of the Seas."

The freedom of the high seas is one of those phrases to which the whole world assents, in general terms, but to an exact definition of which hardly any two people can be induced to agree. We all know that for centuries there was not even any pretense of freedom of the seas, and a ship could no more sail the high seas without danger of piracy than a man could make a journey across his own country without danger from robbers. Even when the sixteenth century had brought some measure of safety from common piracy, to the tall ships that crossed the great oceans, there sprang up the whole race of the buccaneers and of the ship-masters sailing with "letters of reprisal" and "letters of marque." Not, indeed, until our proud young Navy had brought the Dey of Algiers, the Bey of Tunis, the Bashaw of Tripoli to their knees, and Lord Exmuth had crushed the forts of Algiers under his guns, and so practically driven the black flag from the high seas, could it be said that the freedom of the seas was established, even in time of peace.

President Wilson's views on what constitutes the freedom of the seas will probably resemble somewhat the terms of the code prepared by the American Institute of International Law at the request of Mr. Lansing.

In this code practically the whole of the existing international law on the subject of maritime warfare is expunged and a new international doctrine is set up, not only differing from but completely contradictory to all existing enactments. The new code abolishes blockade entirely; prohibits interference with mails; insists that merchant ships, both of belligerents and neutrals, shall be free from capture, and denies the right of visit and of search. It goes, indeed, even beyond all this. Under it, ships carrying contraband may in no case be confiscated or sunk, though their cargoes may be confiscated or destroyed, in the event of capture. Such terms would, of course, constitute complete freedom of the seas for all nations. They would confine maritime warfare to fleet actions and to the right to seize and destroy contraband cargoes.

Then, of course, there is the question of mines. There is certainly no conceivable danger to the freedom of the seas equal to that of the strewing of contact mines on the high seas. Such a method has been freely employed by the Germans, and with it the dangers of war upon the seas have been increased a hundredfold. Dangerous as such mines are at all times, their danger is multiplied indefinitely when, instead of becoming automatically extinct, they are left floating alive, to the imminent danger of any vessel crossing their path. It is obvious, therefore, that no code, defining the freedom of the seas, could possibly be regarded as sound which did not contain the most carefully worded provisions with respect to the use of mines.

Finally, even if an acceptable code could be agreed upon for the regulation of warfare on the high seas, there wolud still remain the tremendous difficulty of the enforcement of such a code. It is self-evident that such a code would rest for execution upon the willingness of the contracting parties to observe treaties. Unfortunately, however, one of the worst blows which this war has delivered against civilization has been contained in the fact that the world in general has gained the impression that there are nations more willing to sign than to observe treaties.

It is perfectly plain, therefore, that the decisions of any peace league could only be executed by the major force of the world powers. It follows, consequently, that a combination of certain powers, resolved to repudiate the authority of such a league, could, if strong enough, reduce the enactments of the league to the value of waste paper.

This brings us to the question of what a league of nations should be, what powers it should have and how that power should be controlled and directed. All these are momentous problems. And it will require the concentrated efforts of the greatest and noblest minds to reach a mutually satisfactory solution. But when all is said and done, the simple fact still remains that a condition precedent to the successful establishment of peace leagues is a loyalty to treaties when entered into. No mere treaty or peace convention can inject into nations a higher morality than that which is the expression of a nation's life.

At the time of going to press no announcement has been made as to who will accompany President Wilson in the capacity of U. S. plenipotentiary to the peace conference. Doubtless, more than one will be named for this great honor and responsibility. Others, with special knowledge and fitness for certain phases of the peace meeting's work, will go along in an unofficial capacity. Among these will be Andrew Furuseth, President of the International Seamen's Union of America. Furuseth will represent the seamen of America. Havelock Wilson, President of the National Sailors and Firemen's Union of Great Britain and Ireland, and recently returned to the House of Commons, is almost sure to be there. Havelock Wilson and Furuseth are old friends who have worked and fought together for many years. Between them they will wield a powerful influence for good. They will act as a powerful antidote to the insidious influences of the old international shipping ring that went to sleep during the war but will doubtless be resurrected if for no other reason than to keep the white seamen in their "proper" place. The way this has been done in the past is by manning a certain percentage of vessels with docile Asiatics. Every maritime nation in the world has a "double" of Robert Dollar, the champion of the Chinese manning policy in America.

All of these problems will be at or about the peace table. And, to repeat, it is good to know that President Wilson will be there —for he understands and appreciates the potential meaning of it all.

MR. FICKERT UNMASKED.

Mr. Densmore's revelations (published in part elsewhere in this issue) anent the administration of justice in San Francisco, will doubtless secure a new trial for Thomas J. Mooney, "framed," "fixed" and "railroaded" to the gallows by our own District Attorney, Chas. M. Fickert. Perhaps it will have a similar effect upon the fate of Warren K. Billings, another defendant in the Preparedness Day bomb outrage, now serving a life sentence.

At any rate, for the time being, we can well afford to leave this question to the Chief Executive of California. Tom Mooney is not scheduled to hang until December 13. And a lot of things are likely to happen between now and then.

The really pressing question is: "What shall be done with Mr. Fickert?"

Those who are not in intimate touch with San Francisco's political affairs scarcely realize that the unspeakable Fickert was placed in office as the candidate of the late, but not lamented, Union Labor Party. Worse still, during his Recall election, which took place less than a year ago, the overwhelming majority of San Francisco labor leaders either openly supported Mr. Fickert or remained silent altogether. Moreover, notwithstanding

the State Federation of Labor's formal endorsement of the Recall, the JOURNAL was the only one of three local labor papers which urged Fickert's forced retirement as a public official.

It will be remembered that the Recall failed. But to the credit of the rank and file of San Francisco's trade-unionists it should be said again that regardless of their "leaders'" advice a majority in each of the four strong union labor districts in the city voted "for" the Recall.

So much for the past attitude of Labor toward Mr. Fickert. But what of the future?

Will the Fickert Union Labor Club be resurrected to protect him and save him from the inevitable consequence of his disgraceful conduct?

Will Labor again permit any of its paid officials to help rescue this bully from the fate he so justly deserves?

Time alone will tell. This much is certain, however. Dame Justice can no longer be satisfied with a new trial for Mooney and Billings.

Justice, Fair Play and Common Decency demand an immediate ending of Mr. Fickert's reign of lawlessness and terror. If this is not done we had better cease throwing bricks at I. W. W.s and Bolsheviks, for in comparison with Mr. Fickert the former are sweet innocence personified.

The surrender of the German submarine fleet to a British squadron awaiting their arrival at a previously designated spot, is of momentous significance to merchant seamen the world over. The merchant seamen's sacrifice to ruthless submarine warfare has not been told, but steps are now being taken to ascertain at least the totals which America and each of the Allied nations has furnished in the successful efforts to keep vessels moving despite the constant hidden threat of death by the submarine. Ruthless submarine warfare failed to bring the results anticipated by the enemy, but it failed only because the men of the Navy and the Merchant Marine were equal and superior to the task set for them by a cruel and unprincipled but resourceful foe.

Investigation of the alleged disloyal speech of Senator Robert M. La Follette, at St. Paul, more than a year ago has finally been abandoned by the U. S. Senate Committee, where the matter has been pending. The committee vote was 9 against 2. Thus ends another attempt of Big Business to "get" that fearless and peerless champion of human rights. America never produced a man more dangerous to plutocracy than Senator La Follette. Able, courageous and almost tireless, this magnificent character has never been found wanting in any struggle where freedom and human rights were at stake. More power to that great son of Wisconsin, a statesman in every sense of the word, a man among men and a tried and true friend of all humanity!

There are those who still have doubts about the return of native Americans to a life work on sea. Well, last Monday night the Sailors' Union of the Pacific initiated a father and his son, both A. B.'s and both native Americans. This is just an incident in the drift of the tide, but it shows conclusively that the old stock is not only coming back but also coaxing along the second generation.

THE NEED FOR OCEAN TONNAGE.

A Summary of the U. S. Shipping Board's Work and an Outline of the Need for More Ships.

Just before his departure for Europe, Mr. E. N. Hurley, Chairman of the United States Shipping Board, summarized the work of that organization and outlined the need for ships which peace entails in the following authorized interview:

With the advent of peace the need for ocean tonnage, instead of decreasing, as many may suppose, will become one of the imperative necessities of the world.

The need for ships was never so great as it is now and this demand will continue for years until the world shall catch up with the tonnage it requires to transact its normal commerce. At present we are nowhere near providing that urgently needed tonnage. To make this clear there is now a deficit in the world's tonnage of approximately 20,000,000 deadweight tons. To put this disconcerting fact in another way, the ship construction needed to make up for losses and for the lapse in meeting the normal growth of shipping will be about 20,000,000 deadweight tons.

These 20,000,000 deadweight tons represent eight times the total of seagoing ship construction in the United States during the calendar year 1917. Yet never in human annals did anything ever approach the unprecedented production of tonnage in our yards since 1917. The 160 new shipyards which have been created under the United States Shipping Board Emergency Fleet Corporation have been busy day and night. There are now about 386,000 employes in these shipyards and 250,000 in allied trades.

If with this immense force working at top speed our ship production is ten times less a year than the 20,000,000 deadweight tons the world will imperatively need by 1920, it is clear that instead of being at the end of shipbuilding requirements we are only at the beginning. What has been done so far is only the inception of what we must further do.

This estimate of 20,000,000 is a conservative one. It is, in fact, based upon the normal growth of shipping in normal times. In peace times the growth of the world's commerce demanded a proportionate growth in shipping yearly. There was also an excessive depreciation that had to be replaced.

But when we consider the abnormal effects which the war had upon shipping it is more than probable that the needs of the world will demand by the end of 1920 much more than 20,000,000 deadweight tons.

In normal times the destruction of property is insignificant. Ships are not needed for the purpose of restoring cities and countries. But throughout the war, the devastation wrought had been so vast that whole parts of Europe will now have to be rehabilitated or restored, and in the shortest possible time. Vast supplies will have to be shipped from America for this purpose. Not only will villages and cities have to be rebuilt with the materials that we shall have to send, but the demand from many parts of Europe upon us will also be for great supplies of food, wearing apparel, iron and steel products, lumber, agricultural machinery, oils and many other products. It will take Europe a long time to recover from the effects of the war, and meanwhile we shall have to send over a far greater aggregate of materials than would normally be the case in a given time.

The second element showing the marked difference on shipping between peace and war times is that of depreciation.

In peace times a certain allowance is made for the running down, wearing out, or loss of ships. But in the war, the strain on merchant ships was much greater than would have been the case in ordinary times. This meant that the life of a ship counted for less and had to be more quickly replaced.

There is a third element showing that with peace the world will need relatively much greater tonnage than would ordinarily be supposed.

The whole world is short of raw materials. The countries that could import were importing just what they needed for war purposes and little or no more. With peace, there will be such a demand for raw materials as the world has never before seen. Factories the world over must be quickly transformed from the making of war essentials to the manufacture of peace products. Improved machinery will be installed. Women workers brought into the factories by the war will remain, and will be reinforced by the returned men from the armies. The output of manufactured commodities will be very great.

All of this means that the movement of raw material before the war is no standard of what that movement will be now. It will be a vast and urgent movement, with all countries clamoring for the rush of raw materials. The shortage of the world's manufactured goods will have to be made up, and with the least possible delay. For this purpose alone the need of an enormous tonnage is self-evident.

If the war had not come the estimated normal increase in the world's merchant marine would

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Nov. 25, 1918.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good. The sum of fifty dollars was donated to the Laundry Workers on strike at Vancouver, B. C. The following were declared elected delegates to the twenty-second annual convention of the I. S. U. of A., to be held at Galveston, Texas, on January 20, 1919: Andrew Furuseth, George Larsen, C. F. May, Jack Rosen and Paul Scharrenberg.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Nov. 18, 1918.
No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 18, 1918.
Shipping fair.

WM. HARDY, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 18, 1918.
No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 18, 1918.
Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 18, 1918.
Shipping fair; few members around.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Nov. 18, 1918.
Shipping medium; prospects fair.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Nov. 18, 1918.
Shipping good; members scarce.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 11, 1918.
Shipping good; prospects fair.

R. H. BLACKWOOD, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 21, 1918.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow. The full Shipwreck Benefit was ordered paid to one member wrecked on the S. S. "Dumaru." Balloting on officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 14, 1918.
Shipping fair; members ashore are getting more plentiful.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 13, 1918.
No meeting. Meetings still prohibited by order of the Board of Health. Shipping fair; few members ashore.

HARRY POTHOFF, Agent.

Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66 W.

DIED.

John Alton, No. 1476, a native of Finland, age 34. Died at Anchorage, Alaska, Nov. 20, 1918.

Peter Carlson, No. 1877, a native of Norway, age 34. Died at Seattle, Wash., Nov. 21, 1918.

Gustav Lindblad, No. 2026, a native of Sweden, age 29. Died at Seattle, Wash., Nov. 14, 1918.

Carl Lund, No. 2107, a native of Finland, age 33. Died at San Francisco, Cal., Nov. 21, 1918.

Edvin Tenfjord, No. 1174, a native of Norway, age 30. Died at Seattle, Wash., Nov. 12, 1918.

Correction.—The official announcement of the death of Hilding Andersson, No. 1721, published in last week's issue of the Journal, was an error due to misinformation.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

False reports have been going out from Washington to the effect that the joint chairmen of the National War Labor Board, Messrs. Frank P. Walsh and William Howard Taft, have called upon President Wilson to abolish the Board, thereby stopping its work as a supreme court of labor disputes in the United States.

The fact is that Walsh and Taft have sent a letter to the President, reminding him that the Board was originally created in order to prevent strikes and lockouts which would hinder the production of war materials, and asking when he proposes to terminate its work, in case he does not propose to continue the work of peaceful settlement of labor disputes.

This letter is simply a "feeler." If the labor movement of this country wants the Walsh-Taft board to remain, and will immediately and emphatically indicate that desire to the members of Congress and to the Secretary of Labor and to the President, by resolutions forwarded by wire or mail, the President will see to it that Congress provides for the continuance of the Board. If organized labor is not interested in the Board, and does not find a real economy in the methods of economic struggle which the Board has introduced, then probably the Board will be allowed to die. Detroit and Seattle, Denver and Duluth, Cincinnati and Denver—all of the central labor bodies in the East and West and North and South can get an attentive hearing, in the next few weeks, for their resolutions on the National War Labor Board.

Sixty-two awards have been handed down, thus far, by this tribunal. More than three hundred industrial disputes have been investigated and are in process of action by the Board. More than eight hundred complaints have been filed with it for investigation and hearing.

It is probable that awards will be made within a week in the Denver Tramways case, in the dispute over jurisdiction in the Minneapolis Steel & Machinery case, and many others that have hung fire for a long time.

The one big failure of the War Labor Board plan, as drawn originally, was the attempted establishment of subordinate boards in the chief industrial cities. One such local board was organized in St. Louis. It failed to satisfy anybody. The Board finally came to the conclusion that the only way in which it could prevent strikes was directly and in person—never through subordinate bodies.

Under the recently revised procedure of the Board, a case can be handled, from inquiry to final award, in fourteen days. Some of the Board members believe that it will finally catch up with its accumulated work. Others are not so sure.

In the meantime, the principles upon which the Board's awards are based have been established in American industry as the fundamental demands of the wage workers, which are necessary to safeguard organization and to create industrial democracy. These principles have been drafted into a bill, which one of the small labor group in Congress is to introduce in the House, in the hope of fixing the principles in the Federal statutes.

That some agitation and show of industrial strength will be necessary to put such a measure through the new Congress may be guessed from the fact that even so mild a measure as the anti-child-labor amendment to the pending revenue bill has been twisted out of shape by its introducer, Senator Pomerene of Ohio, after the President had approved the draft of the amendment submitted to him by the labor lobby and the Department of Labor. Yet this present Congress is much nearer to sympathy with organized labor than, apparently, the next Congress will be. There is only one chance that the next Congress is to be liberal: it may be frightened by the wave of social revolution in Europe, and may decide to follow cautiously in the footsteps of the British premier.

What Pomerene did to the Child Labor amendment was this—he so changed the wording of the measure that its enforcement will be under the authority of the Treasury Department, through the collectors of internal revenue, and only when requested to do so by the Treasury will the Department of Labor be able to take charge of the enforcement. The genuine measure provided that the Labor Department should enforce the Child Labor law. Pomerene claims, of course, that the Treasury will in any case ask the Labor Department to assist it in this job. As the amendment provides for collection of a special tax of 10 per cent. on the profits of firms employing children, it follows the principle used in the law which stopped the manufacture of poison-phosphorus matches. Collectors of internal revenue will be directed to enforce it. Many of these collectors are in favor of the employment of child labor, and will not be interested in seeing the law rigidly obeyed. The Department of Labor will have to watch both the employers and the unsympathetic among the collectors of internal revenue. Pomerene is against woman suffrage and various other steps in civilization.

* * *

Striking for the privilege of working twelve and fourteen hours a day, when ordered to work only eight hours, is the latest freak of policy among large numbers of building trades mechanics and other workers on Government jobs in the East. International officers of the Carpenters, the Painters and other organizations are desperately trying to get the men at Norfolk, Delaware City and other points to go back to their jobs, and to realize that the Government can get along pretty well without most of them even now: that in a few weeks they will remain at work only because the Government does not want them to be left unemployed. The strikers answer that they are making good money by working long hours, and that the cost of living is now so high that eight hours' pay will not support their families. Reports made by Army construction officers are that some of the men refuse to pay further on Liberty Bonds, until they are given overtime work to do.

"We fought for years to get the eight-hour day, and we conceded the longer day only because the Government needed our help in the war emergency," said General Secretary Gallagher of the Painters this morning. "We are now told by our own members that they refuse to meet the need for reduction of war construction by cutting out this overtime. They want the money, not the eight-hour day which is the law of our Union. I am telling our men that we have to stick to our eight-hour rule, and we ought to be glad to co-operate with the Government in shortening the hours so that more men can be kept employed until normal employment shall be provided."

There is sharp discontent, already, at the lack of a definite suggestion from the executive council of the American Federation of Labor as to how the great army of war workers shall be transferred to permanent jobs without loss of time or of industrial standards. No surprise need be occasioned if the confusion of the present is reflected in the internal politics of the Federation at the convention at Atlantic City next June. The executive council is now evenly divided between the elements representing the Mine Workers, Carpenters, Teamsters, Typographical and their friends, on the one side, and the elements following Mr. Gompers on the other. Mr. Gompers is reported to favor letting the Administration take the responsibility for meeting the whole problem of demobilization, while the opposition is inclined to draw up a "labor" program, just as has been done in England. Certainly if any large number of men, on the closing of the war-munitions plants, are thrown out of work for any length of time, or have to accept a wage that buys a poorer living, the trade union halls of the country will ring with it, and someone will be held to blame.

The possible abolition of the National War Labor Board is connected with this promise of a new labor politics. If the Board turns back five hundred industrial disputes without an award, there seems no way of avoiding that many strikes. Organized labor will ask why the Board was permitted to die; when the answer is given a militant minority will still be dissatisfied.

* * *

Speaking of the prestige of organized labor in this age of American democracy reminds one of a clause in a Federal indictment in California. It reads:

"Defendants are charged with having conspired to injure, oppress, threaten and intimidate certain citizens of the United States in the free exercise and enjoyment by them respectively of certain rights and privileges secured to them by the Constitution and laws of the United States, by demanding stated wages and certain terms from the employers of labor throughout the United States, and unless the employers of labor will agree to pay the stated wages and agree to the certain terms demanded, the said defendants and the said persons with whom said defendants conspired would refuse to work for or give their services to the said employers and would engage in what is known in everyday parlance as a strike."

It is probable that when a hundred congressional districts have followed the example of San Francisco, St. Paul, Duluth and parts of New York City, and have sent trade unionists to Congress, no more Federal indictments will include a clause like that. On the other hand, so long as union men stick political knives into the backs of men like Keating and Hilliard in Colorado, Meyer London in New York and Lunn in Schenectady, the brand of felony

will always be kept ready for the back of a striker.

* * *

Trade union officials are inquiring every day, in Washington, about the possibility that labor will have a place on the American delegation to the peace congress. They are anxious also to know when the executive council of the A. F. of L. will name its delegation to the world congress of labor which will meet in the same city and at the same time as the peace conference, and will act as a spokesman of the laboring masses of the world in reviewing the proposals of the delegates from the various political cabinets.

European labor is overwhelmingly Socialist in political policy, and the world labor congress will be correspondingly radical. The American delegates, chosen by the executive council of the Federation, would be conservative enough to get passports, but would find themselves in the minority on the fundamental issues drawn in the labor parliament.

DOINGS IN ENGLAND.

An exceptionally interesting forecast of British Labor policies in general, and of the ensuing British elections in particular, appears in the current issue of Reedy's Mirror. It was written by the London correspondent of our contemporary and is too lengthy for reproduction, as a whole. Pertinent excerpts follow:

"The opinion here seems to be that Lloyd-George will win the next election, but the one after that will smash him.

"The Labor party will contest, without much hope, three hundred seats in the next election. The Labor party is the party that will rule Great Britain. It may not win many seats, but its ideas will win. Its program of social amelioration has won statesmen in both the old parties. It favors taxation of land values, community bargaining, housing schemes, free trade and possibly conscription of capital in large blocks in order to take the tax burden off the plain people. Why, when the President of the United States wouldn't agree to receive delegates of the Labor party it was Tories who sent him word that it is the Labor party that supports his fourteen proposals, while the Conservatives still hope for something material for England out of the war. Arthur Henderson, the Labor leader, commands everybody's respect. Lloyd-George's forcing him out of the Cabinet because he favored the Stockholm conference, cost the Premier incalculable Labor support.

"John Burns has come back into politics. You know he never was a Labor member, but a Liberal. He resigned from the Cabinet with John Morley, rather than vote to declare war in August, 1914. Since then he's said nothing publicly. He's about sixty but very lively. He was a chandler's apprentice at ten, an engineer's riveter later, then an engineer. He is self-educated. His economic views he got from Adam Smith's 'Wealth of Nations,' dug up in an excavation in which he was working on the Niger. He was and is a trades unionist. He led and won the great dock strike in 1889. That brought him to public notice, into Parliament from Battersea, finally into the Cabinet as president of the local government board. 'Just for a handful of silver he left us,' quoted some of his old radical associates. At a meeting a Socialist heckled him with this question: 'Do you mean to accept a salary of £2000 a year?' 'Yes,' he replied; 'it is the trades union rate of pay for Cabinet Ministers. Not being a blackleg like you, I could not accept less.' He did great work for poor laws and old-age pensions, and a hobby of his was town-planning and housing. Liverpool University gave him an honorary degree. It is said that the club life of the Commons 'got him' and he became unproletarian. But when the war came and he wouldn't support it he gave up cheerfully his salary of £5000 a year and dropped back to the plain member's £400 a year. I read about him and his home in Battersea and it's like what I read in the New York papers just before leaving about the standing of Al Smith as a sort of visible providence to his humble neighbors in the old Fourth Ward. His house, says one writer, is 'open all day long to the miscellaneous crowd of people who had been wont to resort to him for advice and help—lads out of work seeking a job, pale-faced girls applying for tickets for a convalescent home, poor mothers anxious about the future of their children, workmen wishing to know how they could legally protect themselves against the demands of an unjust employer.' Burns is a bit egotistical. That he's a big man is shown by the fact that it was John Morley who induced that great, if simple, leader, Campbell-Bannerman, to put him in the Cabinet in 1905. That he will carry Battersea in the next election is possible, even probable, but he will have some trouble, being anti-khaki. I don't think he will displace Arthur Henderson as Labor leader. But his joining the Labor party is a big card for that party.

"I asked the pastor of the largest London church, non-conformist, what he thought the church would do. The church, said he, will go for the Labor program. Why? Because it is a Christian program of reconciliation—no war after the war, no fostering of military caste, no more coddling of privilege. And there are many of the established clergy who will go with the non-conformist clergy. The established church is shattered. Everything established is shaken to the verge of a fall. The King! He may stay a while as a sort of incarnate flag. I asked the pastor how the war affects religion. He said men who were pietistic when they entered the war, come out unbelievers. Their religion was thin, conventional, accepted without thought. The high explosive blew it away. The unbelievers who went into the war came out religious, not formally so, but with a reverent sense of some overseeing power that they can't define, a something pantheistic perhaps you'd call it, but I think more personal than that. It's a kind of deep, pervasive, poetical thing. Almost all the war poetry in England is religious in this fashion."

NORWAY'S HEAVY LOSS.

Norway lost during the war 831 vessels, aggregating nearly 1,250,000 tons, according to official statistics. In addition, thirty-three vessels of approximately 69,000 tons were damaged by German submarines. One thousand one hundred and twenty lives were lost in these disasters.

In practice, "piece-work" and "part payment" are synonymous terms.

NEED FOR HEALTH INSURANCE.

"Just and scientific health insurance legislation, to furnish needed medical and financial relief to sick wage-earners during incapacity, foster prevention of illness, and to be democratically managed without participation by private insurance companies," is urged in a resolution adopted unanimously at the recent convention of the Arkansas Federation of Labor.

"Experience in raising our national Army has revealed an alarming amount of physical unfitness among our youth, reaching in some States as high as 40 per cent. of those examined," the resolution states. "Official State commissions in California, Massachusetts and New Jersey have submitted reports strongly favoring comprehensive systems of workmen's health insurance as a means of conserving health and physique of our people, and several additional States have created commissions to investigate this important question. European countries which have for years enjoyed comprehensive systems of health insurance have extended and liberalized them even during the war, thus conclusively showing their extreme social value."

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER

(Continued from Page 3.)

has been acting may be made in as orderly a manner as possible.

"A committee named by the President has been and is now at work to devise the best mechanism of bringing about the adjustments from a war to a peace basis. The report of the committee may take the form of suggested legislation.

"The whole effect of the readjustment plans will be to the end of bringing about necessary changes with as little dislocation as possible and the full opportunity for all to benefit as in the past by individual ingenuity, vision and fair dealing."

CONVENTION CALL.

To All District Unions of the International Seamen's Union of America.

Greetings:

The International Seamen's Union of America will hold its twenty-third annual convention in Galveston, Texas, beginning on Monday, January 20, 1919, at 10 a. m., and will continue in session from day to day until its business is completed.

The importance of this convention will demand that each district union be represented by its most able, experienced and faithful members in order that the many grave questions which now confront the seamen may be dealt with and acted upon to insure further progress of our movement.

As the membership of the International Seamen's Union is now over the 47,000 mark, and as each district union is in good condition financially, it is expected that a full quota of delegates will be sent from each district union. Those who have already elected delegates are requested to consider the matter while those who have not selected their repreesntatives are urged to bring this about.

The unions in the Atlantic district will make all arrangements for said convention and be prepared to meet the delegates and tender them every accommodation necessary in a function of this nature.

Representation.

The following sections of the Constitution of the International Seamen's Union of America govern representation at the convention:

Article III. Section II. Representation at the convention shall be based upon the average per capita tax paid during the year. Organizations shall be entitled to one delegate for two hundred members or more, three delegates for five hundred or more, and one delegate for each additional five hundred or majority fraction thereof.

Section III. Affiliated unions shall be entitled to one vote for each one hundred members or majority fraction thereof. When more than one delegate represents an organization, the vote of their unions shall be equally divided among such delegates.

Section IV. Delegates shall have the same qualifications as the elected officers of the organization represented and shall be elected by a general vote of each organization provided. No one shall be seated as a delegate who is also a member in any labor organization not affiliated with the International Seamen's Union of America, etc.

Credentials.

Duplicates of credentials should be mailed **not later than December 15, 1918,** to the International office, in order that the Committee on Audit and Credentials, which meets prior to the convention, may have ample time to complete its work and be ready to submit its report when the convention convenes.

It is suggested that district unions or delegates having matters they desire to submit to the convention will do so by forwarding copies of resolutions which they desire to introduce, to the International's Secretary-Treasurer at least two weeks in advance of the convention.

You are respectfully requested to take up the matters herein mentioned with your union in order that the Convention Call may receive careful consideration by the largest number of members possible.

With kindest regards, I remain,

Fraternally yours,

T. A. HANSON,

Secretary-Treasurer International Seamen's Union of America.

Chicago, Ill., Nov. 24, 1918.

THE NEED FOR OCEAN TONNAGE.

(Continued from Page 7.)

have been (from August 1, 1914, to December 1, 1919) 19,740,000 deadweight tons. Merchant marine losses, actual and estimated, for the time between the same dates, are placed at 28,390,447 tons. And what during this period will have been the construction of ships? Not including enemy countries it figures, actual and estimated as probable, 32,558,630 deadweight tons by the end of next year (1919).

There will then be, according to this computation, a net deficit due to the war of 15,751,817 tons.

There is much uncertainty as to how theoretical solutions of certain problems will work out after the war. But there is no uncertainty as to the shipbuilding industry. It is going to be a permanent institution. The United States, Great Britain and other nations will have all they can do for years to provide the necessary world ship tonnage. Some industries that came in with the war will go out with the war. But not so the shipbuilding industry. It is here, and is here not only to stay but to grow.

All the probabilities point to the conclusion that within five years we shall have a force of one million men in connection with the American merchant marine. This force will include shipyards workers, men and women in factories making ship equipment, officers and seamen manning our fleets, and numerous groups engaged in export trade.

Our export trade has already grown by great baunds. In the four fiscal years preceding the war the total foreign trade of the United States was $15,972,000,000. In the four fiscal years since the war it has increased to $29,232,000,000. Our imports for these two periods have increased from $6,887,000,000 to $9,558,000,000. Our exports during the same time have increased from $9,084,000,000 to $19,674,000,000, and this notwithstanding the fact that our exports of cotton decreased about 33 per cent. because of Germany, Austria and some other countries being shut out of the market. True, in stating these great totals, mention must be made of the fact that on the average money values have risen 50 per cent, but even with this allowance, our exports have greatly increased not only to Europe but to all other continents as well.

The United States spent immense sums building the Panama Canal. These sums have totaled $375,000,000, including $50,000,000 paid to the New French Canal Company and to the Panama Republic. Yet when the canal was built and opened the merchant marine was at such a low ebb that the amount of our sea-borne imports and exports carried in American vessels was trifling. But now with the great American merchant fleets already created and the still greater fleets in process of creation by the United States Shipping Board the Panama Canal has become a waterway of prime importance to the American merchant marine and an undertaking and investment of increasing benefit to the American people.

In 1914, the seagoing American merchant marine comprised only 391 vessels, of 1500 deadweight tons and over, totaling 1,660,679 deadweight tons. To-day our seagoing fleet, of 1500 deadweight tons and over, totals 1389 vessels of 7,043,210 deadweight tons. All told, within the jurisdiction of the Shipping Board, including requisitioned and chartered ships, there are, at the present time, 2312 seagoing vessels totaling 10,114,334 deadweight tons. Since August, 1917, nearly 4,000,000 deadweight tons—to be exact, 3,912,836 deadweight tons—of new shipping have been launched, and 2,894,510 deadweight tons have been completed and delivered for service. Nearly nine times as much seagoing tonnage has been built in the United States, this year, as in the banner pre-war year of American shipbuilding.

This is only the beginning of a program calling for 25,000,000 deadweight tons. The major part of the billions we have appropriated were for needs that will not outlive the war. But the expenditures authorized for the United States Shipping Board represents an outlay that will be important after the war. It includes construction plants, housing, transportation, recruiting and operation. Every dollar of this is a sound investment for America. It will also provide a great merchant fleet that will repay its cost to the taxpayers by greatly helping in the near future in reducing the cost of commodities to the consumer. To a very large extent the cost of great numbers of products has gone up because of the scarcity of world shipping tonnage.

In nearly all of the important articles imported, prices have greatly increased.

The average price of clothing wool in 1918 has been 54 cents per pound as against 23 cents per pound in 1915.

Raw sugar avèraged 4.8 cents per pound in 1918 as against 2 cents per pound in 1914.

Raw silk averaged $5.25 per pound in 1918 as against $3.09 per pound in 1915.

Mackerel averaged 20.72 cents per pound in 1918 as against 10.98 per pound in 1914.

Cheese averaged 41.6 cents per pound in 1918 as against 17.3 cents in 1914.

Manila hemp in 1918 averaged $353 per ton as against $180 per ton in 1915.

Flax averaged $1037.71 in 1918 as against $290.37 in 1914.

These are a few examples of what to a considerable measure lack of shipping has brought about. The program of the United States Shipping Board will do much in assisting toward relieving this condition and in bringing relief to the consumer. Large sections of our people are producers as well as consumers. Our fleets of ships will take away the products they raise as well as bring here the essential things we have to import from all parts of the world.

JUSTICE IN SAN FRANCISCO.

(Continued from Page 2.)

regard for law; his affiliation with, and servile truckling to, the most bitterly partisan anti-labor element of the community; his close personal friendship for Pete McDonough, notorious briber of juries; his illegal quashing of the David Blaine indictment for Bennie Selig; his attempted frameup of Mrs. Judd to testify against Mrs. Mooney—these and similar questionable activities apparently represent the chief business and ordinary daily routine of the present District Attorney of the City and County of San Francisco. In the strictest and most literal meaning of the word, anarchy reigns in the office which is supposed to be dedicated to law and order.

Ordinarily the relentless persecution of four or five defendants, even though it resulted in unmerited punishment for them all, would conceivably have but a local effect, which would soon be obliterated and forgotten. But in the Mooney case, which is nothing but a phase of the old war between capital and organized labor, a miscarriage of justice would inflame the passions of laboring men everywhere and add to a conviction, already too widespread, that workingmen can expect no justice from an orderly appeal to the established courts.

Yet this miscarriage of justice is in process of rapid consummation. One man is about to be hanged; another is in prison for life; the remaining defendants are still in peril of their liberty or lives, one or the other of which they will surely lose if some check is not given to the activities of this most amazing of district attorneys.

The issue involved is immeasurably larger than the City and County of San Francisco. On the day that the State Supreme Court confessed that it was without power in the premises the issue became larger even than the sovereign State of California. The fact is that in its true proportions it is an issue not unworthy to be ranked with the other great problems arising out of the war now being waged for the rights of man and the liberation of peoples.

With these facts uppermost in mind, it seems but logical, in bringing this report to a close, to suggest that it would be well within the province and privilege of the Federal Government to devise some means by which, without giving offense to the duly constituted and honestly functioning authorities of the City and County of San Francisco, these several defendants would be assured of those rights before the law which are guaranteed by the Federal Constitution.

I have the honor to be, very respectfully yours,

J. B. DENSMORE,

Director General of Employment.

THE FUTURE OF U. S. SHIPPING.

The meeting of the National Foreign Trade Council in New York on November 8 to consider the immediate future of American commerce, and more especially American shipping, will cause some speculation among those who have dared to hope that business men will not resume after the war where they left off before the war began. Hope of a better order lies in the stand taken by the Council against an economic war after war, and for the adoption of a national maritime policy that will permit the permanent retention and operation of the newly constructed American merchant fleet under the American flag. But doubts are prompted by a paragraph in the committee's report that has a suspicious slant toward an attack on the Seamen's Act.

"No one contends or believes," says the report, "that it is not desirable to have American seamen enjoy the best possible conditions of life and service, and receive in wages due an ample return for their labor. But it is perfectly obvious that provisions of law which require American vessels to maintain larger crews and to pay them higher wages than is the case with foreign vessels necessarily subject such American vessels to a disadvantage which renders it difficult, if not impossible, for them to continue in operation against the competition of foreign vessels which can operate at lesser cost." And the report goes on to say that unless a proper maritime policy is adopted this great fleet will disappear under "the operation of inexorable economic laws." A tiny ray of hope lies in the suggestion of the committee of the possibility of an international agreement to be effected at the peace conference that should enable the working out of uniform and equal conditions upon all vessels.

There would have been greater confidence in the work of the National Foreign Trade Council had it been more representative of shipping interests as a whole. It is indicative of the narrow provincialism that still prevails in the thought of many business men that such a meeting as this could have been held without a representative of one of the chief factors, the seamen. The name of Andrew Furuseth or Victor Olander or any other competent man to speak for the seamen is not noted in the list of the men present. There were representatives of ship owners, railroads, banks, and various business enterprises; but there was no representative of labor, and particularly of the kind of labor considered in the report, the seamen. The name of John J. Arnold, vice-president of the First National Bank of Chicago, gives assurance of an influence along broad and equitable lines. But the name of Captain Robert Dollar, the San Francisco shipowner who has so bitterly fought the Seamen's Union, stands for reaction of the most extreme type. Had Andrew Furuseth sat with them, and particularly had he been a member of the committee that formulated the report, there would have been something more than a bare hope in its findings.

It is indicative of the hold that conservatism has in the minds of business men that they continue to think of labor in terms of inanimate and impersonal factors. The captains of industry are slow to realize that labor is an indispensable factor, clothed with personality and embracing all the possibilities of human beings. The fact that its voice has heretofore been feeble in its own defense should deceive no one into thinking that it will always be. A new spirit has entered into the employed class. Time has been set ahead a generation by the war. Russia is having her troubles only because the bottles were too old to hold the new wine. Other nations, including our own, can, if they will, profit by Russia's experience. The new wine of democracy is flowing from the presses, and unless the containers be fit they will burst, and much precious spirit that should go to the re-creation of the race will be wasted.

The democratization of industry is no more a vain dream than the democratization of government. The same influence that drove man to demand a voice in political affairs is forcing him to demand a voice in industry. And the sooner business men recognize this fact the better for all concerned. The National Foreign Trade Council cannot possibly get the seamen's point of view. The seaman alone has that. And though he may imperfectly understand the limitations of capital, he does see the needs of labor. If the two get together as reasoning beings they can soon come to an agreement; but as long as they remain separate, each looking upon the other as an enemy seeking his undoing, they will get nowhere.

Ever since the Seamen's Union began its agitation for the relief embodied in the Seamen's Act the shipowning interests have been appearing before Congress, and conducting a campaign in the press, to show that the rights demanded by the seamen of this country could not be granted because they did not obtain among the seamen of other nations. No effort was made during all that time by the shipowners to raise the standard of life among foreign seamen. But American seamen met this point. That was the real meaning of the clause in the Seamen's Act permitting seamen to leave their ship when safely in port. With that provision in force, and applying to all vessels entering American ports, conditions on foreign ships would inevitably improve, or their crews would leave them when they touched our shores.

There is no occasion for the existence of any business or industry that does not accord its employes decent living conditions. American shipowners can continue to fight the Seamen's Act, which stipulates decent living conditions for the men, or it can join with the men in their efforts to compel every ship that enters an American port to grant those conditions. They can stand for a policy that will reduce all seamen to the level of Lascar and Chinese crews; or they can establish a scale of living that will cover the seas with American sailors. Many of the young men who have manned transports and warships during the past year would continue the life under favorable conditions. It is the shipowners and not the Seamen's Union, that will determine whether or not the great emergency fleet will continue under the American flag. The National Foreign Trade Council now faces a great opportunity.—The Public.

We should not be surprised if the child who is tied to a machine develops a case of "wheels" in after life.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, Ill.....4 E. Austin Avenue
MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, Ohio.....821 Summit Street

MARINE COOKS AND STEWARDS' UNION

Headquarters:
Buffalo, N. Y., 35 West Eagle Street,
Telephone Seneca 896.
J. M. SECOND, Secretary.

Branches:

CHICAGO, Ill.....406 N. Clark Street
CLEVELAND, Ohio.....1401 W. Ninth Street
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, Ohio.....85 Bridge Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
CONNEAUT HARBOR, Ohio.....992 Day Street
TOLEDO, Ohio.....821 Summit Street
NORTH TONAWANDA, N. Y.....152 Main Street

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

Marine Hospitals:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

Relief Stations:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal.....59 Clay Street

Branches:

VICTORIA, B. C.....1424 Government Street
VANCOUVER, B. C.....P. O. Box 1365
TACOMA, Wash.....2016 North 30th Street
SEATTLE, Wash..84 Seneca Street, P. O. Box 65
ABERDEEN, Wash.....P. O. Box 6
PORTLAND, Ore.....88½ 3rd Street
SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T.....P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal.....58 Commercial Street

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Labor News

Diseases of the nerves and numbness of the fingers and hands are found by the Bureau of Labor Statistics to be the result of continuous use of the air hammer by stone cutters. The report says an air hammer has been devised that will obviate the evil.

Child labor, according to statistics gathered by the Children's Bureau, has enormously increased during the war. In Wilmington, Delaware, 61 per cent. more children have taken out working permits than last year. In some places in Massachusetts the number has doubled.

Workers in a shipyard at Jacksonville, Florida, have undertaken to prevent needless carelessness by a self-imposed fine of one dollar for each offense, the fines to go to the sick and accident fund. Scarcely had the agreement been made than a carpenter dropped a piece of timber. He paid his fine willingly, and declared it to be the best kind of education.

The War Labor Board, of which ex-President Taft and Frank P. Walsh are joint chairmen, has ordered the reinstatement of men of the Brooklyn Rapid Transit Company who were discharged for joining a union. The Board held that according to the war agreement the workers have the right to organize freely in trade unions of their own selection.

Immigrant aliens admitted to the United States during the year ending June 30, 1918, numbered 110,618; those departing, 94,585. According to race the immigrants were: Mexicans, 17,438; English, 12,980; Japanese, 10,168; Scandinavian, 8,741; Spanish, 7,909; French, 6,840; Italian, 6,308; African, 5,706; Scotch, 5,204; Irish, 4,657; and the remaining races less than four thousand each.

One line of work for which women have clearly demonstrated their fitness is banking. In England it is reported that more than 54,000 banking positions are now being filled by women. The process of filling bank jobs with women in this country is also going on at a fairly rapid rate. Some banks began to substitute girls for men early in the war, and now have a good proportion of feminine help. The girls have been found highly efficient and satisfactory workers in most of these positions. They have greater patience than men in routine jobs, and some women are fully equal to men in initiative.

Child Labor Day, which will be observed throughout the country on Saturday, January 25, in synagogues; on Sunday, January 26, in the churches; and in the schools on the following Monday, these dates having been designated by the National Child Labor Committee, will be an occasion for reviewing the work and achievements of Children's Year. The Children's Bureau of the Department of Labor is arranging to have reports from its field workers available for the programs of the churches, schools, clubs and other organizations. The Children's Year work includes, besides the baby-saving campaign, a crusade against wartime child labor and a nation-wide back-to-school drive, in both of which the National Child Labor Committee is participating.

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Grassam, Joe
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Larson, Alexander	Revheim, Oscar
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INFORMATION WANTED.

The members of the crew of the S. S. "Grayson," who rendered salvage services to the "Lowther Grange," will please communicate with S. B. Axtell, 1 Broadway, New York, N. Y., for their share of salvage money. 1-30-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

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INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed. 7-24-18

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

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INFORMATION WANTED.

The foHowing men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

John Anderson and A. H. Johansen, who witnessed the trouble at Salina Cruz, Mexico, when Gunnar Anderson of the SS. "Nehalem" was taken into custody by the local authorities, will please call at once on F. R. Wall, 324 Merchants' Exchange Building, San Francisco, Cal.

Home News

President Wilson has signed the emergency agricultural appropriation bill, with its legislative rider providing for National prohibition from July 1, 1919, until the American Army is demobilized.

Forest Commissioner Colby of Maine estimates the forest lands of that State at 15,000,000 acres, mostly in large holdings. There are eighteen holdings of over 100,000 acres, and ten of over 200,000. The average cut for the past ten years is 1,000,000,000 feet, which is about one-tenth the annual growth. Maine at present is the leading State in the consumption of pulpwood, using about 1,025,000 cords a year.

An order making effective Government possession and control of marine cable systems of the United States, proclaimed by President Wilson under date of November 2, was issued on November 20 by Postmaster-General Burleson. It directs that until further notice cable companies shall continue operation through regular channels, and asks the cooperation of officers and employees of the companies and of the public.

William Gibbs McAdoo, Secretary of the Treasury, Director-General of Railroads and often discussed as one of the Presidential possibilities of 1920, has resigned his offices to return to private business. President Wilson has accepted his resignation. McAdoo will give up the Treasury portfolio as soon as a successor has been selected. He wished to lay down his work as Director-General of Railroads by January 1, but will remain if the President has not then chosen a successor.

Major General William C. Gorgas, just retired as Surgeon General of the United States, and now returned to this country, has received from Secretary Baker a letter, which has been made a part of his military record, expressing the appreciation of the nation for his distinguished services during his long career as medical officer. General Gorgas has been called to the active list, and is now preparing a report on the care and treatment of the American soldiers in France.

In California, Idaho, Montana and Wyoming 735,000 acres of land were designated as non-irrigable during October and opened for entry in tracts of 320 acres under the Enlarged Homestead act, according to a communication from Secretary of the Interior Franklin K. Lane received by the United States Land Office at San Francisco. Approximately 1,166,000 acres of land in Colorado, Idaho, New Mexico and Wyoming were opened for entry in tracts of 640 acres under the Stock Raising Homestead act during October.

The erection of community houses as fitting memorial to the soldiers of the present war, instead of shafts such as were erected after the Civil War, is suggested editorially in the "American City" for September. "Liberty buildings" is the name proposed for these structures, which, it is suggested, should be designed "to help the living while commemorating the dead." Let the erection of these buildings, says the editorial, be begun "at such time as may best help to tide over in some measure the period of readjustment when our returning soldiers or our industrial workers shall be in need of employment."

BUY WAR SAVINGS STAMPS

Domestic and Naval

The American steamship "Faith," the largest concrete ship in the world, launched March 14 last on San Francisco Bay as an experiment in this method of construction, has arrived at New York with a cargo of sugar from Cuba.

France's proportion of the Allied naval strength is announced as follows: In the Mediterranean—Patrollers, 65 per cent.; destroyers, 38 per cent.; submarines, 30 per cent. In the Channel and the Atlantic—Submarines, 17 per cent.; patrollers, 11 per cent.; destroyers, 5 per cent. France is also assisting in convoying American troops across the ocean.

Loss of 145 American passenger and merchant vessels, of 354,440 tons, and 775 lives, through acts of the enemy during the period from the beginning of the world war to the cessation of hostilities November 11, is shown by figures just made public by the Department of Commerce's Bureau of Navigation. The report does not include several vessels, the loss of which has not been established as due to acts of the enemy. Nineteen vessels and sixty-seven lives were lost through use of torpedoes, mines and gunfire prior to the entrance of the United States into the war.

Steamships which are able to purchase sugar in foreign ports must deduct the amount of such purchases from allotment made by this Government, the Food Administration has announced in the following ruling: "The sugar allowance for all purposes for any ship applying to the War Trade Board for bunker license will be three ounces per person per day, whether purchased in the United States or elsewhere. This per capita allowance also applies to the crews. The allowance for passengers is the same as hotels—that is, two pounds for every ninety meals served."

Contracts for fifty wooden barges and fifty composite tugs, designed for use in the New England coal trade, have been cancelled by the Shipping Board. In making this announcement, Chairman Hurley said the vessels would not be needed, because it has been found possible to use some of the 3500-ton wooden ships for this service. The contracts called for an expenditure of $25,-250,000, but work had not been started on any of the vessels. Mr. Hurley also announced that about 100 wooden ships now building will be altered for use in the oil trade between Mexico and the United States.

The Government has placed contracts with a Detroit yard for concrete barges, which are to be used on the New York State barge canal, according to "Greater New York." Two of the vessels already are under construction and others are expected to follow when all mechanical equipment has been installed and the construction basins completed. The barges are 150 feet long. They will have a capacity of 500 bulk tons. A barge can be ready for service in twenty days from the time the molds are put into place. They are being built below the water level in basins diked in at one end.

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Reserve and Contingent Funds	2,286,030.34
Employees' Pension Fund	284,897.17

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Adolfsson, John
Alne, G.
Amundsen, Amund
Ampuja, Anton
Andersen, Adolf
Andersen, Alfred
Anderson, Andrew N.
Andersen, C. -1972
Anderson, Eph.
Anderson, Hans K.
Anderson, J. C.—
Anderson, John O.
Anderson, O.
Anderson, Oskar L.
Anderson, Richard
Andreassen, Karl
Andersson, Anders
Andersson, C. J.
Andersson, Sture
Andresen, Jorgen
Andersson, V.
Antonsen, Arthur
Ask, Alfred E.
Auckland, Gus
Augustin, H.

Baak, M.
Backman, A. -2055
Bahn, C. F.
Barry, Dick
Bassen, Geo.
Bausback, Erwin
Benrowitz, Felix
Berg, Haakon
Bernstein, Hans
Bertelson, Oscar
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Biron, E.
Bjork, Martin C.
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Blomgren, Carl A.
Bodie, W. L.
Borg, Anthony
Borjesen, L.
Bos, J.
Bouma, Jan
Brevick, Johan
Brandt, Edw.
Brian, Jos.
Brown, George W.
Byning, Walter

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Carlson, Julius
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Chilcott, Geo.
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Christensen, Otto
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Christoffersen, C.
Christoffersen, G.
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Dahlstrom, Karl
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Danielson, E.
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De Moss, E.
Deswert, W.
Dew Pree, Earl
Dresbak, Karl
Dumas, Clifford
Dyer, John

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Ek, Chas.
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Fraser, James
Fraser, Alex V.
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Graham, Walter F.
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Grant, Jim
Grant, Lewis
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Gundersen, N. F.

Hagen, Geo.
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Halvorsen, Henry
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Hansen, Raynols
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Hill, — -2030
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Holm, Arthur
Holm, Carl
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Holman, William
Holmes, Fred
Holmes, W.
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Hovde, Michal
Howe, Albert
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Hubbert, John L.
Huber, C. L. -2846
Hubertz, Emil
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Hylander, Gustaf
Hyskell, T. J.

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Isaksen, Kristian
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Isberg, Axel

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Koppel, John
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Kristiansen, A.
Kristensen, Kristff.
Kristensen, L. P. J.
Kristoffersen, Gunvald
Kroeger, Walter
Kruse, Chas.
Kuhn, John
Kurgiel, Oles

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Lindblad, Franz
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Lyngaard, George

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Martinson, E.
Marx, Tom
Mathusen, L.
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McLeod, Norman A.
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Melander, Gust.
Melander, J. K.
Meyer, H.
Miller, William
Moonan, Thomas
Moore, Joseph
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Mortensen, George
Mortensen, K. A.

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Nelson, N. P.
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Nielsen, C.
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Nilson, Hjalmar
Nilson, Nat
Nilsson, Axel
Nolen, Axel
Nolan, George S.
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Nordstrom, Enst
Norling, Gust.
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Ofeldt, C.
Ohman, Morris
Olmstead, Harry
Olsen, Charley
Olsen, Herman
Olsen, Johan S.
Olsen, Kristoff
Olsen, Martin
Olsen, Ole -1325
Olsen, Oskar
Olsen, Peter
Olsson, C. O.
Ortman, Carl

Palm, Torval L.
Palu, G.
Panchot, Herbert
Parral, Olegario
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Pedersen, Eysten
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Pedersen, Sofus R.
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Pierce, William B.
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Ramstad, Andreas
Rasmussen, S. A.
Renstrom, Axel
Riesberg, Hjalmar
Roach, Alfred
Roberts, Albert H.
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Roos, Yrjo O.
Ronn, E.
Rosen, Valfrid
Ruckmich, A.
Rucknic, H.
Ruger, Harry W.
Rundstrom, Albert
Ruter (Rutler), P.
Ryan, Patrick

Sammalkorpi, Sulo
Samuelson, Ingvld.
Sandberg, N. A.
Sandsteut, E. H.
Sandvik, S. G.
Schlieman, Franz
Schmidt, C.
Seevers, Howard
Selin, Bernh.
Selin, H. W.
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Simensen, Arne
Simonds, Ole L.
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Sorensen, Georg
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Stevenson, R. A.
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Stoops, H.
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Strom, C. -2340
Svanson, William
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West, I.
Westren, Christ.
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Whitty, G.
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Wigg, Frank
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Wihavainen, Geo.
Wilkinson, George
Williams, John L.
Williams, T. C.
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Wright, J. A.
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Wurst, Walter
Zetergren, E.

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Mayes, J. B.
McManus, Peter
Nelson, A. -1092
Mourice, Francis
Nord, Clarence W.
Olson, Knut
Osterholm, John W.
Oveson, A.
Paal, K.
Smith, John T.
Spence, Oswald
Wesgaard, Jens

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Andreson, Andor J.
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Asklov, Knut
Campani, Juan
Davilo, E.
Dewlin, Charles J.
Elonen, John
Fabi, A.
Ferguson, Emmet
Johnson, Olaf V.
Jurgensen, J.
Mattesen, Hans
Mattson, Johan H.
Nail, Elijio
Nilsen, N.
Nordstrom, Gustaf E.
Pederson, Carl
Peterson, Alfred
Sandstrom, Iver
Soderlund, J.
Wright, William H.

QUESTIONNAIRES.

Members whose questionnaires are advertised in this column should, in order to comply with the military regulations, immediately notify S. A. Silver, Sailors' Union, 59 Clay Street, San Francisco, to forward same to the port of their destination.

Aalta, Albert
Aalta, Henry E.
Aas, Fritjofe H.
Abrahamson, A.
Abrahamson, A. W
Addiesen, Johannes
Anderson, Ethan
Archibald, C. R.
Axelsen, J. H.
Baardsen, Hans M.
Benson, Severin
Bowma, Jan
Burg, John
Carlsen, H. C.
Carroll, James P.
Castro, Julian F.
Christensen, Sigvald A.
Cronin, H.
Edwards, E.
Eliassen, Elmar
Eliasson, J. E.
Ellison, Morris
Erickson, Chas.
Folvik, C. E.
Fredericksen, J. F.
Friend, Arthur E.
Gardner, E.
Granman, G.
Green, M.
Greenitz, John
Gronroos, E. E. R.
Gundeross, Hans C
Hansen, Johannsen
Hansen, B. P. A.
Henrikson, Henry
Jansson, Karl H.
Jansen, Bernh.
Johansen, Earl
Johnsen, Carl G.
Johnson, Carl
Johnson, Erik
Johnson, John E.
Kaasik, August E.
Kihlstrom, Dom
Koch, Carl
Koski, Juho
Kristiansen, Henry A.
Larsen, Arthur
Larsoe, James P.
Larson, John M.
Lax, Ernest H.
Lehtinen, Ernest H.
Lendberg, Chas.
Lind, Gustave
Lokken, Olai K.
Loine, Frank L.
Lund, John A.
Ludwig, Nils H.
Lundstrom, E. W.
Maki, Matt
Makla, Anden
McGillivray, F. B.
Monsen, Haylor
Nielson, Hans
Nilsson, Nils H.
Norton, Carl E.
Olsen, Nicolai
Olsen, C. L.
Olsen, Claio
Olsen, Angar M.
Olsen, Edward
Olsen, Ragnar
Olson, Knut
Osman, John
Ostergard, Frank
Pederson, C. E.
Peterson, Conrad
Pettersen, Einar E.
Rasmussen, R. H.
Rasmussen, L. A.
Riddell, A. M.
Rudd, Berger
Roed, Hjalmar
Roffer, Jack
Rontved, O. J.
Schippman, H. C.
Sige, Herman
Slippere, K. F.
Strasdin, Paul
Stringer, E.
Tanum, Helga
Teigland, Charles
Van Keppel, Jr.
Walker, James
Wamser, Christian
Wereman, B.
Wilcke, J. W. G.
Wilhelmson John
Wychzel, Herman
Zwart, A.

The Quip Sprightly.—"You there in overalls," shouted the cross-examining lawyer, "how much are you paid for telling untruths?"

"Less than you are," retorted the witness, "or you'd be in overalls too."—Boston Transcript.

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A lawsuit has been instituted in he United States District Court in New York against the owners, and on behalf of the members of the crew of the S.S. "Brazos," which salvaged the S.S. "Iroquois." The members are warned against accepting the unjust share of the salvage money offered by the company and which Attorney I. A. Robinow has refused to accept in view of the fact that a proper judicial decision may be shortly reached.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

News from Abroad

New Zealand, according to the findings of its Defense Expenditure Commission, has spent £40,000,000 and equipped an army of 100,000 men without a single case of fraud being apparent.

The known coal areas in South Africa are estimated to contain more than 56,000,000,000 tons. South Africa is fourth among nations in the production of asbestos, and eleventh in the production of coal.

A general exodus of Mennonites from Western Canada is threatened on account of the compulsory school law in Saskatchewan. The Mennonites expect to make arrangements with Argentina to take up their abode in that country.

The British House of Commons, having voted 274 to 25 to make women eligible to membership, passed a motion in favor of opening all the available galleries to men and women equally, though still reserving the Ladies' Gallery for women as heretofore.

The movement to secure the vote for women in Jamaica is now well under way. A petition to the Legislative Council in support of the pending Woman Suffrage bill is receiving signatures, and the women are discussing what they are going to do when they have the ballot.

American dyestuffs are gaining a hold on the Japanese market, which has hitherto been dominated by German products. American dyestuffs, according to the United States Bureau of Foreign and Domestic Commerce, range in price from $83 to $479 per 100 pounds; Japanese-made stuffs range from $100 to $750.

Instead of raising rates in order to meet increased expenses due to war conditions, the managers of the municipal street car line of Calgary, Canada, are applying the principle of "more service, less cost." By keeping the rates down to 4 cents a ride they have increased the earnings. Workingmen's tickets are sold 8 for 25 cents, and children's tickets 10 for 25 cents.

The Premiers of British Columbia, Saskatchewan, Alberta, and Manitoba have agreed upon a plan to secure the transfer of the natural resources and school lands held by the Dominion to the provinces. The school fund derived from the sale of lands amounts to $11,600,000. There are 7,270,000 acres of unsold lands, of which 3,000,000 are estimated to be worth $40,000,000.

Takashi Hara, Japan's first commoner premier, said in a statement of his policies that although the alliance with Great Britain would remain the cornerstone of Japan's foreign relations, he wished to emphasize that his special effort would be to promote friendly relations with the United States. Premier Hara insists that his is the first Japanese Government to be based strictly on party lines.

The authorities of the Australian Wheat Board state that the amount of wheat still unsold runs into hundreds of millions of bushels. If sold to Great Britain it will be for less than $1.16 a bushel f. o. b. There is on hand part of the crop of 1916-17, all of 1917-18, and the prospective harvest of 1918-19. The guaranteed price for 1918-19 is $0.973 per bushel f. o. b., and for the crop of 1919-20, $1.05.

BUY WAR SAVINGS STAMPS

With the Wits

"So you have promised to make Cholly happy, eh?"

"I've agreed to marry him. That's all."—Kansas City Journal.

Reggie—I wonder if your father would consent to our marriage.

Phyllis—He might. Dad's awfully eccentric, you know.—Los Angeles Times.

Housewife—How do you tell bad eggs?

Grocer—I never told any, but if I did have anything to tell a bad egg I'd break it gently.—Dallas News.

She—I trust, Jack, dear, that our marriage will not be against your father's will.

He—I'm sure I hope not. It would be mighty hard for us if he should change it.—Boston Transcript.

"Some folks," said Uncle Eben, "talks about heaven like it was one o' dem exclusive hotels whur a few prosperous people kin ingage accommodations in advance foh deirselfs and fam'lies."—Washington Star.

"No man can acquire money without making sacrifices," said the man who had made his.

"No, not even when he marries for it," replied the man who had tried the experiment.

New Boarder—One thing I'll say for these eggs—there's nothing bold or impudent about them. Landlady—Bold or impudent! I don't understand. Border—Why, not a bit too fresh, you know.—Dallas News.

"You know there are spots on the sun," he remarked as they lounged on the beach. "Well," replied the summer girl, "I'm glad the old thing has a few freckles himself and can see how he likes it."—Boston Transcript.

"Young man," said the pompous individual, "I did not always have this carriage. When I first started in life I had to walk." "You were lucky," chuckled the youth. "When I first started in life I couldn't walk."—Chicago News.

Joint Accounts

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 13. SAN FRANCISCO, WEDNESDAY, DECEMBER 4, 1918. Whole No. 2515.

SEAMEN AND SEA POWER.

Andrew Furuseth Urges Our Country to Heed Lessons Taught by History.

Just before his departure for Europe on December 1, where he is to represent the Seamen of America in connection with matters arising at the Peace Conference, Andrew Furuseth, President of the International Seamen's Union of America, supplied the Journal with a synopsis of his address at the Cooper Union in New York City, on Sunday, November 17.

What the Conference will do with the Seamen no one can tell at this time. But the note of warning sounded by Andrew Furuseth is surely worthy of earnest consideration. For whether we will it or not, Seamen and Sea-Power will to a large degree determine the future of America.

In the present age, where men are nearly always thinking in terms of machinery it may sound somewhat unorthodox to insist that sea-power is now and always was in the seamen. However, the war just about to close has restored to the world some idea of the real importance of man-power. My statement will therefore sound less strange. Sea-power was always in the seamen, vessels were and are the tools with which the seaman works and the tools will ultimately belong to nations and races who can handle them.

Man was not designed to be on the water. He is a land-animal and he becomes inured to the sea only by long and sometimes painful training. He must learn to work with and to understand the sea or the sea will destroy him.

Spirit and skill is therefore a requisite. Spirit and skill are qualities rarely found in any but free men. We shall find if we follow the development of sea-power that it was always with the free. The less free were nearly always conquered in peace or war by the more free.

Our first information about sea-power comes from the Babylonians. There the seamen were chattel slaves. The power at sea passed from them to the Phonicians then to the Rhodians, the Carthagenians and the Romans. The seamen seem to have worked their way upward through the ages to more and more freedom. The seamen of Rome were freer than the seamen of Carthage and in the struggle between the two the freer seamen finally won.

In the North there developed a sea-power in full freedom. Bondmen were not seamen. Seamanship was free men's work. The sea-power of the North—developed in freedom—met and mastered the sea-power of the South.

The sea-power of the North passed away, partly because of the changing of trade-route. But mainly because of the black plague, which destroyed practically the whole population of the Northern countries. It lingered a while in the Hanseatic League but the treatment given to seamen was such that free men could not be induced to seek the sea for a living.

With the coming of Christianity into the North the freedom of the seamen was diminished. In the South the teachings of Christianity modified the seaman's status; but when the two systems met and mingled, being carried overland by missionaries, the seaman lost freedom in the North. From being a free man he became the child of the vessel. While on the vessel his status became that of the serf on the estate. Such is the status found in the law of Visby, an island in the Baltic.

The Norse seamen in their migration South took at least a part of their freedom with them and in the Law of Oleron (an island on the coast of France belonging to England) the seaman is known as the companion of the vessel. In the Consulate of the sea (the Spanish sea-law, written by the Goths) there is still more freedom than in the law of Visby and far more than in the old sea-laws of the Mediterranean.

It was under this law that Spanish sea-power grew strong enough, together with the sea-power of Venice, to meet and destroy the sea-power of the Turk in the battle at Lepanto.

The Spanish merchant who largely influenced the laws and treatment of the seamen of Spain was, as usual, thinking mainly of his ledger—his loss and gain account—and he gradually so changed the laws and the treatment that, like the merchant of the Hansa League, he could not induce his own countrymen to serve him at sea. Then the sea-power of Spain waned until she could not man the splendid warships so admired by Admiral Nelson. Her sea-power was tested against Holland and failed. Holland had more high-spirited, more skilled and freer men. Holland was sending some of its best blood to the sea.

The Spanish sea-power met the English sea-power and was crushed. The British seamen were yet practically living under the law of Oleron, the freest and best sea-law of the Middle Ages.

The Dutch or Hollanders starved and keel-hauled their seamen until they were compelled to go to other nationals for a very large number of their seamen. They obtained a large number of seamen from Norway, whose population was beginning to be restored, and after a while Norway furnished those seamen with tools—vessels.

Then the Norwegians and Danes became very serious competitors of Holland.

The sea-power of Holland met the sea-power of England and was crushed. Her merchants governed the seaman and treated them so that the Hollanders refused to come to the sea.

France tried very hard to develop seamen and sea-power; but she made her seamen the least free in Europe under the system of Inscription Maritime. Under this system the seamen are inscribed with the Navy at the age of 18 and so remain until the age of 45. The seamen are furloughed from the Navy into the merchant service and they are never free—their body never belongs to themselves during such period, wherefore the French were always short of seamen and therefore lost all their wars on the sea against England.

About the middle of the eighteenth century the British robbed their seamen of such freedom as they had been accustomed to and the seamen of Great Britain fought under the flag of America against their native country because of this injustice. That America had already adopted the English law was not understood at that time. Besides, while the law was on the statutes it was seldom used. The hardship was not experienced, the injustice was not felt.

America was sending some of its best blood to sea and as the seamen of Britain in the time of Elizabeth so improved the rig and sailing qualities of their vessels that they could destroy the Armada by fighting under sail, so did the American improve the sailing and maneuvering qualities of their vessels, that when they met the British on nearly even terms as to guns the American nearly always won.

America did not lose her sea-power because of the Civil War. She lost vessels, yes; but it was America's failure to free the seamen, when she freed all other men, that destroyed the sea-power of America. The seamen, held down by their status, could not follow the upward trend of society. Not earning sufficient to enable them to marry and raise a family they quit the sea. America lost her seamen because she lost her ships. It was always thus; the decline in native seamen is followed by decline in vessels. The tools follow the men into other nations or races.

The status of the seamen must be at least equal to that of men on shore; the wages of the seamen must be about the same as that of men with about equal skill on shore or men will not come to sea, or having come, they will not remain.

The wages of the seaman depend upon the port in which he is employed, or shipped, and the wages in such ports are largely determined by the common wage level of the country in which the port is located. In such ports wages are the same to all countries' vessels. Hence the English, the German and the Norwegian could obtain the cheapest labor in the world by hiring men in India or China. Some Americans trading to the Orient did likewise and when they got away from the American wage level those few vessels could compete in that trade; but the American refused to sail and America was without seamen and therefore without sea-power.

The wages in American ports were about 20 per cent. higher than the wages in England, about 22.5 per cent. higher than the wages in Atlantic and North Sea ports on the Continent, and about 30 per cent. higher than the wages of ports in the inner parts of the Baltic and the Mediterranean. But it was about 400 per cent. higher than the wages of India or China and about 300 per cent. higher than the wages of Japan.

Manifestly, the American could not compete even though he paid wages so low than he drove his own people from the sea. The

American shipowner and merchant applied to Congress for relief against the higher wages of his competitors and Congress, in 1884, tried to equalize the wages by permitting the shipowner to hire his men in the lowest wage ports and compelling those men to remain with the vessels in ports where wages were higher.

This drove the remaining Americans from the sea and when the war began we had very few ships and still fewer seamen. Obviously, the policy was wrong. Native seamen and sea-power were not to be found on that road. We used our police force to arrest, detain and return deserted seamen to their foreign vessels and thus helped our competitors to drive us from the sea. Manifestly, that was wrong. A sane man does not continue a policy under which he gives his competitor every advantage. He will first try to come down to his level and if that be impossible, then he will try to bring his competitor up to his level as in the abolition of chattel slavery.

Congress tried to bring the wage rate of seamen on American vessels down to the lowest competitor. It failed. Congress then, in passing the Seamen's Act, tried to bring our competitors up to our level. This has succeeded on the Atlantic, where the law has had some chance. So far, it has not touched the Japanese. This is not because it cannot. It is because the Japanese seamen were advised by the American seamen to wait until the law is tested out on the European seamen and ships. If, as we expect, the law is upheld by the Supreme Court, the Japanese will try it out and then we shall see how the wages of Japanese seamen may be raised, first in American ports and then at home.

Of course, the war has interfered seriously with the equalization process. The English seamen were sent to long terms of imprisonment for deserting in the United States and then coming back home in some other vessel at the wage rate of America. This was done under the Defense of the Realms Act. The French seamen are inscribed in the Navy. For them to desert during war is desertion from the Navy and punishable by death.

Let the Seamen's Act stand. Let it be properly enforced. Up to this time it has not been. The language clause is in hibernation. Let it, too, come into the open air. We shall then have seamen and, having seamen, we shall have sea-power. If the other nations adopt the principles of the Seamen's Act they will not be hurt; if they refuse they lose out. Economic laws are no respecters of nations or of individuals—under freedom. They can be set aside, as we did in the case of seamen, but the penalty is certain and terrible. Such is the lesson of history. Let America be true to her own highest ideal—freedom—and seamen and sea-power will be hers.

THE PRE-WAR WAGE LEVEL.

In commenting upon the speech of William H. Barr, President of the National Founders' Association, before that organization in New York recently, in which he maintained that the eight-hour day in American industry should be abolished and wages reduced to a pre-war level, Frank P. Walsh, just resigned as joint-chairman of the National War Labor Board, said:

"I consider it most deplorable that immediately following the patriotic outburst of our people over the victorious close of the war that a man, assuming to speak for large employers, should have for his first utterance that the workers of America must be deprived of the eight-hour day; implying that the eight-hour day was something that was extended to labor as a war measure.

"The fact is that the fine thought of this country, in both the ranks of workers, employers and the general public, is with the declaration which President Wilson made almost five years ago, to the effect that society had reached the point where it was insistent in its demand that no man should be compelled to work over eight hours a day in order to earn a living.

"This was not, even at that comparatively early date, an arbitrary announcement, but simply a declaration of a palpable economic and physiological fact: That man's best effort and fullest life can only be accomplished when he is not taxed beyond his physical strength by his daily task and when he has sufficient time for his mental development and recreational needs, all of which are a necessary basis for useful citizenship.

"The so-called basic eight-hour day, which is criticized as being a mere scheme for raising wages, will disappear when the actual eight-hour day is installed with a fair living wage for eight hours' work. When men insist upon working more than eight hours a day it is because they cannot make enough to live upon in comfort during eight hours.

"As to wages: It may be a startling fact to some, but nevertheless the research of our Government shows conclusively that prior to the war the great majority of the common laborers of the country were earning far below enough to live upon. The deficiency was made up by public and private charities, so that the community as a whole carried the heaviest burden of the cost of industry. With the increased cost of living during the war, it was found that the lowest possible wage upon which a worker and his family could subsist in health and reasonable comfort was 37½ cents per hour; this, of course, based upon the actual eight-hour day.

The National War Labor Board fixed the minimum rate for common labor at 42½ cents per hour, a bare subsistence wage. If the industries of the country are to be on a self-sustaining basis after the war and common laborers are not to be forced to live in part upon charity, it is obvious that there can be no reduction of wages, at least in the field of common labor.

"Likewise, as to the wages paid skilled mechanics, considering the preparation for the work and the value of the product turned out, as well as the colossal fortunes gained by others from their energy and skill, in my opinion no disinterested person who has made a careful study of the question can honestly say that wages of skilled craftsmen in general are too high today, even for peace time.

"The fact is that on account of economic repression of various kinds, workers prior to the war were not in a position to secure anything like the fair fruits of their efforts from employers. War necessity, shortage of labor supply, accelerated movement in trade union organization and a desire upon the part of the Government, as well as many large employers, to deal justly with workers, all have operated to bring wages to the present general standard.

"When the cost of necessities of life diminishes to a pre-war level (which I doubt will occur within less than five years), then the workers in the average industry will be receiving only a fair return for their work, if present wage standards are rigidly maintained. Otherwise not.

"The reconstruction problems in industry are manifold and must be met in the highest spirit of fairness and accommodation. To throw the whole subject into the realm of bitter controversy at this time will make the task of allocating the industrial structure exceedingly difficult. None but the thoughtless have failed to observe the sweep of ultra-radicalism throughout the world; call it what you will. That it has roots in this country cannot be denied, and the situation must be faced by our common citizenship in a spirit of breadth and clear understanding.

"If America can handle its industrial and economic problems with justice and fairness and in the period of reconstruction establish a constructive program which will lead us along a broad highway of consideration and justice for the producing masses, it will not only bring enduring contentment and happiness to our people, but make our country the exemplar of the rest of the world. I confidently believe that this great end can and will be attained.

"If, however, these self-constituted spokesmen of industry (who I refuse to believe typify the enlightened employers of the country), in their fatuous disregard for things as they are, insist upon reaction as expressed in their theratened extension of the hours of labor, wage cutting, and like practices, the industrial workers of the country may take their theats seriously, make common cause with the farmers and agricultural laborers and, through peaceful political means, take charge of and operate the Government solely in the interests of the producing masses, changing our present industrial and economic regime with a thoroughness and swiftness unparalleled in the history of nations."

"THE GREAT DAY."

(By James M. Lynch.)

One of the periodicals, of large circulation, has been publishing a series of articles on business in war time. In the eighteenth installment is this prophecy: "Remember, too, that labor will be more intelligent than ever before and must be more intelligently dealt with. Labor, too, during these four years of war has been forced to think more intensively than ever before."

Labor has passed through four years of war in all belligerent nations, but in these United States not half that time in the actual sense of participation in war. Have the lessons that have been learned by labor in England, France and Italy been as thoroughly absorbed here?

Our President has said: "The old party slogans have lost their significance and will mean nothing to the voter of the future, for the war is certain to change the mind of Europe as well as the mind of America." Every program must meet this test: "Is it just; is it for the benefit of the average man, without influence or privilege; does it embody in real fact the highest conception of social justice and with right dealing without respect of person or class or particular interest?"

If the prophecy and the gospel are both correct, then indeed we may be of great hope.

Are our producers, by brain and hand, ready for the great day, to again quote the President, "a day, we hope and believe, of greater opportunity and greater prosperity for the average mass of struggling men and women, and of greater safety and opportunity for children"?

For this day we both hope and pray—and organize.

HOLD YOUR LIBERTY BONDS.

Of the many millions of acres of public lands the title of which is in the Federal Government, the United States owns some 5,000,000 acres of oil lands.

A Liberty bond holder is a bondholder of the United States, and it is a poor exchange to trade a Liberty bond for stock in an oil company of doubtful value.

By their votes men may declare for a good government, but it is only by their labor that they can realize that object.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor on Western Hemisphere is United.

By the formation of the Pan-American Federation of Labor the foundation for peace and good will between the peoples on the western hemisphere has been built.

This foundation is not the work of exploiters, nor of diplomats or ministers of state—it is the effort of toilers in shop, mill, mine and in transportation. It is the work of those who would develop fraternity between the peoples of the United States, Canada, Mexico and other Latin American countries.

The recent meeting of organized workers in Laredo, Texas, that resulted in the Pan-American Federation of Labor was attended by President Gompers and the executive council of the A. F. of L., trade union representatives from Mexico, Honduras, Nicaragua, Porto Rico, Costa Rica and Salvador and officers of national and international unions affiliated with the A. F. of L. The convention organized by electing President Gompers chairman and John Murray, secretary. Addresses were made by Secretary of Labor Wilson and Governor Hunt of Arizona. The former greeted the visitors in the name of the President of the United States.

"We want the right," he said, "to work out our destiny and we insist that all the people of the earth shall have the same right. The achievement of political democracy is not the end, but only the means to accomplish the end. And the end to be attained is the working out of our own problems in accordance with our own hearts and consciences and ideals, and not by the methods of some one above."

President Gompers presented a reconstruction platform that was adopted. The program consists of five basic principles and seven declarations "fundamental to the best interests of all nations and of vital importance to wage earners." The resolutions say:

"Whereas, we, the delegates of the first Pan-American Federation of Labor convention, meeting at such a critical time in the world's history, realizing that the problems now confronting humanity in the building of an enduring peace are no less acute than the problems of war, and being deeply and fervently desirous that in the reshaping of the world's affairs the most critical consideration be given those principles that make for an enduring peace and create equality of opportunities for the people of all nations; and,

"Whereas, the time has arrived when the organized labor movement, with full understanding of its rights, its power and resources, its value and contribution to society, must bring forward its most profound constructive thought, calculated to establish and insure the principles of true democracy; therefore, be it

"Resolved, That we declare that the following essential fundamental principles must underlie the peace as well as the principles of all civilized nations:

"A league of the free peoples of the world, in a common covenant for genuine and practical co-operation to secure justice and therefore peace in relations between nations.

"No political or economic restrictions meant simply to benefit some nations and to cripple or embarrass others.

"No reprisals based on vindictive purpose or desire to injure, but to right manifest wrongs.

"Recognition of rights of small nations and of the principle that no people must be forced under a sovereignty under which it does not wish to live.

"No territorial changes or adjustments of powers except in furtherance of the welfare of the people affected and in furtherance of world peace; and, be it further

"Resolved, That, in addition to these basic principles, there should be incorporated in the treaty which shall constitute the guide of nations of the new period and conditions into which we are entering, the following declarations fundamental to the best interests of all nations and of vital importance to wage earners;

"That in law and in practice the principle shall be recognized that the labor of human beings is not a commodity or article of commerce;

"Industrial servitude shall not exist except as a punishment for crime, whereof the party shall have been duly convicted;

"The right of free association, free assemblage, free speech and free press shall not be abridged;

"That the seamen of the merchant marine shall be guaranteed the right of leaving their vessels when the same are safe in harbor;

"No article or commodity shall be shipped or delivered in international commerce in the production of which children under the age of 16 years have been employed or permitted to work;

"It shall be declared that the basic work day in industry and commerce shall not exceed eight hours a day;

"Trial by jury should be established."

The convention was in session four days and the relations of workers in the various countries were fully discussed and understandings reached. The following officers were elected: Chairman, Samuel Gompers; English secretary, John Murray; Spanish secretary, Canuto Vargas. Panama was selected as the next convention city.

Frank Walsh Resigns From Labor Board.

Frank P. Walsh, joint chairman with William H. Taft of the National War Labor Board, has resigned from that body. In his letter to the President he says:

"Professional engagements, many assumed prior to the creation of the board, make it imperative that I should return to my practice at the earliest possible moment. Of course, I could have no thought of resigning, small as my actual service may have been, during the hostilities.

"Your confidence in me and many acts of kindness during my service upon the board I appreciate beyond expression; although my respect and admiration for you personally, as well as my devotion to all

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

According to press dispatches from Rio Janeiro, the Government has dissolved the General Union of Laborers on the ground that it is an anarchistic organization. The Government charges that this union has attempted to provoke a "social revolution" throughout Brazil.

The question of the desirability of providing pensions for merchant seamen was raised in England some time ago by the Navy League with the Board of Trade. To the league's proposal that the Government might, without committing itself to anything, appoint an official committee to go into the question, the Board of Trade replied that after consultation with the Treasury they did not find it possible to set up the committee asked for. They believed the most suitable course would be for the interests concerned themselves to appoint a committee to go into the matter, and for the Board of Trade and the Treasury to give the committee such information and assistance as they could. The Navy League, however, are of opinion that unless an official committee is appointed no practical result is likely to be attained.

The Soviet government has established a labor university in Moscow for the purpose of teaching all branches of social economics. A large building formerly occupied by a commercial organization has been taken over and is divided into numerous class rooms, auditoriums for meetings, a large library, etc., and a score or more of educators who command various languages are employed in teaching thousands of Russians and various other nationalities who reside in Moscow or come from other places to the new seat of learning. Thus, besides the Russians, there are faculties for Finns, Letts, Poles, Rumanians, Germans, French, English, Hungarians and Italians. The best works written by authors of all countries dealing with political, economic and social problems have been obtained and are taught from the originals or translations. It is declared that there is not a modern scientific problem relating to social progress that will not receive attention in the new Moscow university.

A report on "industrial and social conditions in relation to adult education," presented to the British Ministry of Reconstruction by a Committee on Adult Education, recommends such regulation of industry as will afford to workers the opportunities for educational development which are now lacking. As steps towards humanizing the industrial system, the Committee recommend the increased use of mechanical devices in heavy work, a mitigation of the depressing monotony of certain kinds of labor, stricter control of working hours, and a shorter working day. The importance of holidays, together with payment for such days, is also urged. In addition, a reasonable security of livelihood, perhaps by extension of the principle of insurance, should be guaranteed to the worker, and the question of unemployment should be considered. The committee advocate the inclusion of women in the membership of the committees which it proposes should be formed for the consideration of housing, town planning, public health, and other matters.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Holmstrom, Hjalmar
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Hoek, A.
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Iverson, Tom
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Johnson, Gunnar
Johansen, N. A. -1604
Johansen, Fred
Johanson, John
Johanson, John A.
Johansen, Carl
Jacobsen, John
Johnson, K.
Johnson, Ole
Johnson, Chas. A. -2044
Jonassen, Johannes
Jacobsen, Telegram
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Johansen, C.
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Questionnaires.
Aldo, Kusta Nestar
Axelson, Erik
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Christensen, Ole Martin
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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Pacific Coast Marine.

Figures compiled by the auditor of the port of Seattle showed that for the ten months ended October 31st the publicly owned marine terminals had earned $512,000 above all operating expenses, including interest and redemption of bonds, for that period, and the Commissioners immediately authorized the taking of steps to insure the port properties of their share of the anticipated Siberian trade.

The wooden auxiliary schooner "Soissons," last of a fleet of twenty vessels built on the Columbia River by the Foundation Company for the French Government, was launched during the week. Bayly Hipkins, Pacific Coast manager of the company, announced at the launching that he hoped by the first of the coming year to announce arrangement for the continuation of operations at the Foundation yard on new contracts whose nature he was not at present at liberty to disclose.

Many of the steamers of the Standard Oil Company's fleet of tankers that were shifted to the Atlantic at the beginning of the war may be shifted back to the Pacific in the near future, according to rumor along the waterfront. The "Tecumseh" sailed from Liverpool for San Francisco November 24, and others are expected to come later. Owing to the congestion in the transaction of business over the cables the reports of arrivals and departures at foreign ports are from one to several days late in delivery here.

If wooden ships are to be operated profitably, better rates of insurance will be necessary on cargoes, according to the local shipping men. They say that the rates set on wooden ships put them at a disadvantage, and in order to make it possible to meet keen competition when conditions become normal it is necessary to appraise each vessel at its worth. The opinion is advanced that some of the wooden ships have proved satisfactory all around and a low rate is justified and that it is not fair to judge the performance of all by that of the "Blackford" and "Coos Bay."

Creditable performances of four newly built wooden ships are reported following twenty-four-hour trial trips, which recently were expected to test out the fitness of the vessels. The trips were made on the ocean, where all the elements of wind and gale are apt to be encountered. The ships which were tested are: "Isaqueena," built by the St. Helens Shipbuilding Company; "Latoka," built by the Grant Smith-Porter Ship Company; "Moraine," constructed by the same firm at the yard at Aberdeen, Wash., and "Bonifay," built by the Wilson yard at Astoria.

To meet the expected increase in maritime commerce at the port of San Francisco, the State Board of Harbor Commissioners has fixed the estimate of new work at $3,037,414. This proposed expenditure is for improvements that have been planned for some time as an after-the-war policy of the commission, the various items in the list having been announced. The estimates were submitted by Chief Engineer Frank G. White, who fixes the cost of the first units of the Islais Creek terminal at $1,010,000. This amount is to be spent for bulkhead wall and wing wall; dredging and fill and for the two-story and other wharves.

Although three Government contracts for wooden steamers have been canceled, no shutdown of its Eureka (Cal.) yards is contemplated, officials of the Rolph Shipbuilding Company announced during the week. While it is reported on apparently excellent authority that the Rolph company has contracts for ten more vessels to be constructed locally, in addition to the seven now on the ways, confirmation of the report is lacking. The Rolph company now has five uncompleted steamers on the ways, as well as two barkentines half completed. While no statement is forthcoming from the Hammond yards, it is believed that vessels for private owners will supersede the Government hulls now under construction.

Normal conditions of travel are fast being restored coastwise between Puget Sound, San Francisco and Southern California was announced by General Passenger Agent E. Grant McMicken of the Pacific Steamship Company. McMicken has been in Seattle for several months and will visit San Francisco and Southern California for about ten days. The installation of a special round-trip rate on the steamers is in part responsible for the popularity of the ocean trips. Another reason given by McMicken is that there are thousands of residents of British Columbia and the Northwest who have planned to spend their winter vacations in California, where the climatic conditions are more pleasant. The moment it was announced that the influenza had been conquered here the bookings on the steamers increased.

The service of the Union Steamship line between San Francisco and Australia is to be reduced by the withdrawal of the steamer "Paloona." This is due to the fact that the vessel, which arrived at Wellington October 30, is being kept there and will probably be placed in the interports of the Commonwealth because enough cargo cannot be booked to fill the vessel for a trip to San Francisco. There is plenty of freight offered, but the majority is not on the essential list, and no permits can be secured by the shippers. The embargo on tallow and hemp is a serious feature, and means that sufficient cargo will be lacking for all craft sailing to this port unless enough copra can be secured. The "Moana" is expected to take all of the "Paloona's" cargo in addition to its own, and will therefore continue in the service.

According to the McCormick Steamship Company, the saving made by the adoption of the internal combustion engine on the "City of Portland" amounts to more than 50 per cent. over that of a steamer of similar size and draft. Officials of the company said that the Bolinders on the vessel gave a bit of trouble the first trip or two, because it was difficult to get the right kind of men in the engine department. Regular gas "skinners" were then employed, and after a bit of tinkering the new organization adopted the Bolinders as the average American does an automobile, and since that time the engines have run smoothly. The vessel has consumed an average of twenty-two barrels of oil a day, as against more than sixty barrels, and as the engines take less space, a vessel's cargo-carrying capacity is nearly 20 per cent. greater.

Frank Waterhouse & Co. have been assigned six of the Shipping Board wooden ships for offshore service, according to advices received from Puget Sound. This indicates the Shipping Board is certain wooden craft are fitted to do offshore work. This opinion is based upon the fact that several of the Ferris and other type of wooden ships have successfully negotiated the passage between Pacific Coast ports and the Atlantic, and, according to the reports received here, the cargo has arrived in first-class condition. The vessels assigned to Waterhouse include a number of "lame ducks," however, that will have to be repaired before they are turned over for operation. One is the "Abrigada," noted as the first carrier launched for the Government. This vessel broke down off the Coast and is being repaired. Another is the "Manada," which made the trip to Honolulu for a cargo of pineapples, and a third the "Forster," which put into this port for repairs.

The wooden shipbuilding program has proved a success, and the wooden hulls will be of inestimable value in rehabilitating coastwise shipping, according to John K. Bulger, supervising inspector of hulls and boilers, who has just returned to San Francisco from a month's visit to northern ports. "Wooden ships constructed with proper care should give the desired result on their initial trips," said Bulger. "The steamers 'North Bend' and 'Blandon,' built at Portland, which gave a little trouble at first, underwent repairs and are to-day first-class vessels of their type. These vessels have delivered two cargoes of sugar from the Hawaiian Islands in perfect condition. If the rules formulated by the United States Shipping Board are strictly complied with operators will find the wooden vessels staunch and seaworthy. The building of staunch wooden vessels on the Pacific Coast is nothing new. The Pacific Mail Steamship Company operated wooden vessels of from 3000 to 4000 tons to Pacific ports fifty years ago, and did not experience any trouble as to their seaworthy qualities. Modern vessels of from 12,000 to 14,000 tons should be of steel construction and the modern ship for offshore competition should be of this tonnage, with a speed of not less than 13 to 13½ knots. The larger, faster steamers are more economical in operation and of greater earning capacity if the operators keep them busy with capacity cargoes. The wooden vessels, however, for coastwise purposes should not be eliminated, but their tonnage should not exceed 2000 to 2500 tons." The wooden steamship "Wakau," concerning which some trouble was reported recently, was not built by the Peninsula Shipbuilding Company of Portland, as stated, but by the Grant Smith-Porter Company, St. John, Columbia River.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
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SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 4, 1918.

THE I. S. U. OF A.

The Call for the twenty-second annual convention of the International Seamen's Union of America was published in last week's issue.

In the twenty-second year of its life the International Union has become a strong and healthy youngster. The membership is close to the 50,000 mark and every indication points to still further growth and development. Of course, but comparatively few of those 50,000 can appreciate the real significance of such a membership. For several years prior to the enactment of the Seamen's bill the actual membership of the International was in the neighborhood of 16,000. Those were hard, lean and often discouraging times. The old Atlantic Coast Seamen's Union was termed a baby that would not grow and refused to die. To-day that tender baby, now called the Eastern and Gulf Sailors' Association, leads all District Unions with a membership in excess of 10,000 and has not by any means stopped growing.

In the days gone by the bulk of the International's membership was along the Pacific Coast. To-day there are more organized seamen and fishermen along the Atlantic Coast than in the Great Lakes and the Pacific Districts combined.

In the lean years the District Unions' treasuries, with few exceptions, were always at a low ebb. To-day the combined assets of the organizations composing the International Seamen's Union of America are very close to three-quarters of a million dollars.

To translate these figures and summaries into the every day life of the individual member—i. e., to make it perfectly clear what collective self-help, self-reliance and self-dependence has accomplished in improving conditions for all seafarers—that is a long, long story indeed. It is a tale that can never be told. It must be "lived through," for no one can ever know the sea and the seamen's life unless he has been "there" living it, cussing it, and with all enjoying it because it is a man's work. During the war, more than ever before in history, the seamen of America have had the opportunity to show their mettle. And their record in this respect is as bright and proud a chapter as can ever be written in the annals of mankind's struggle for freedom.

Those who have recently come to join the ranks of the International Seamen's Union of America will probably find it hard to understand how the Union has gained its present solid footing. Well, it was not accomplished by self-admiration. It was not done in a year, nor in a decade. The long sustained efforts of the organized seamen to secure just laws from Congress were made possible only by one means—Organization! Only by Organization have the seamen derived any success, any benefit, any law worth having. Organization means men's willingness "to stick to it." In other words, this means "to hold on," to suffer defeat and still hold on, to receive sneers with smiles, to suffer and endure for the sake of the common good, and to look forward always to the ultimate goal—justice and equality among all men on sea and land!

Such has been the work, aim and aspiration of the International Seamen's Union of America. And the next convention at Galveston, Texas, will be just another mark on the big tally sheet of time that will ultimately record complete success.

THE PEACE CONFERENCE.

Contrary to general expectation President Wilson did not appoint Samuel Gompers as a delegate to the Peace Conference. The official United States delegates to the Conference are: President Wilson, Colonel House, Secretary of State Lansing, former U. S. Ambassador White and Brigadier-General Tasker H. Bliss. Of course, Gompers will be there anyway. He and four other members of the American Federation of Labor's Executive Council, Messrs. Duncan, Green, Alpine and Duffy, will officially represent organized labor of America at the International Labor Conference which, according to previous arrangement, is to be held at the time and place where terms of a world peace are to be determined.

The well-advertised demands of organized labor, as adopted at the Interallied Labor Conference in London and again at the more recent Pan-American Conference in Laredo, Texas, will doubtless have the approval of the U. S. delegation to the Peace Conference. There is nothing unfair or ultra-radical in these demands. The point is: Will there be a sufficiently persistent or sustained effort to embody in the peace treaty the gist of the International Labor platform? Just another "proclamation" from the International Labor confab, to be held at the time and place of the Peace Conference, will certainly not fill the bill.

Nothing short of actual recognition and formal acceptance of Labor's points should satisfy the rank and file of organized labor in America. The labor movements in fourteen of the principal European countries have agreed to insist upon this step and they are appealing to the proper high government officials in each of those countries, demanding that labor receive no less consideration than commodities and credits when international agreements are being formulated around the peace table.

It will be recalled, in this connection, that in 1906 two international labor treaties were signed—one by fourteen countries—in reference to the industrial employment of women at night, and the other prohibiting poisonous phosphorus in the manufacture of matches.

Thus it must be conceded that it is perfectly feasible to establish certain minimum guarantees which the countries represented at the peace table will feel morally bound to carry out through appropriate legislation within a given time after the peace treaty is signed.

The organized merchant seamen of America, Great Britain, Italy, France and other maritime countries in Europe are, of course, especially concerned with the possible establishment of minimum guarantees. Much has been said in this respect about the attitude of Chairman Hurley of the U. S. Shipping Board, who recently left for Europe. Mr. Hurley has been quoted as planning to seek an international agreement between the governments, shipping interests and labor organizations of the principal maritime powers for standardization of seamen's wages and working conditions.

It was also reported that Mr. Hurley expects to propose that the American laws and the agreements between the government and the seamen's unions on these subjects be accepted as the standards and include that the spokesmen for the American Federation of Labor and the powerful National Sailors and Firemen's Union of Great Britain and Ireland are prepared to support the proposal.

The JOURNAL has no direct and authentic information upon Mr. Hurley's views on the proposed international "standardization of seamen's wages and working conditions." This much is certain, however: Mr. Hurley does not favor a lowering of the American seamen's standard.

In an interesting article entitled "American Ships on the Pacific," published in the November issue of "Asia," Mr. Hurley quite frankly presents his views on the Seamen's Act and other matters connected with our new merchant marine. To quote:

> It is unfortunate that sea wages have occupied so much of our thought in connection with merchant ships. The American Seamen's Act is a high-wage law and has, therefore, been a burning question. It seems inevitable that all discussions of American shipping must begin with a debate about a coolie and a bowl of rice, and in many cases never get any further. Read shipping testimony before Congress and this problem of wages dominates. Talk with shipping men and you will find it is ever present in their thoughts.
>
> Now it may be that they are right—that in the future, after we have made practical efforts to operate American ships with American crews, paid American wages and living under American standards, we shall need cheaper labor to hold our own in competition.
>
> But if that proves true, then the American merchant marine will run counter to most of our industrial experiences. We haul freight on the railroads and the Great Lakes cheaper than any nation in the world, and do it with American labor under American conditions. Most of our foreign trade in manufactured goods consists of products made by the best-paid American workmen—automobiles, typewriters, and office machinery, agricultural implements, steel and other metal products. We have learned at home, as business men, that it almost invariably pays to raise living standards and wages, and I believe that this is as true upon the oceans as it is upon land.
>
> Wages are by no means the only factor in management. If you have an up-to-date plant and run it at high efficiency with a scientific cost system, and can create a large, steady volume of business through intelligent sales work and good service to your customers, wages may be an entirely secondary matter—indeed, by utilizing these other elements of good management, you may be able to increase wages. That is true in manufacturing, and I believe it to be true of merchant shipping.

The foregoing paragraphs will give little aid or comfort to that group of Americans who have been most persistent in their efforts to Chinaize our Merchant Marine. On the other hand it should encourage the organized seamen, the world over, to aim at nothing less than the American standard, established under the beneficent features of the Seamen's Act of 1915.

JUSTICE FOR TOM MOONEY.

The commutation of Tom Mooney's death sentence to life imprisonment does not settle anything. Either Mooney is guilty and deserves to hang, or he is innocent and should go free—after a fair trial, which it is generally admitted he has not had.

The judge who tried Mooney formally asked the Governor of California to pave the way for a new trial. The Attorney-General of California stipulated in open court that the case should be reversed. The Supreme Court of the State held, however, that it was without power to act upon such a stipulation in a criminal case.

So there was only one way to assure a new trial. And that was to grant a pardon. In that event the District Attorney of San Francisco would be practically compelled to try Mooney on one of the other indictments still hanging over his head.

Governor Stephens, in commuting the death sentence of Mooney knew very well that this was just what Mooney's persecutors would want him to do. Now they do not have to try Mooney again, and the probability of having to go through another trial is what they dreaded most of all.

Meanwhile, the unspeakable Fickert, exposed by the Densmore revelations as a "framer" and "fixer" of justice, is calmly holding down his old job as District Attorney of the City and County of San Francisco. With characteristic effrontery some of the daily papers are already attempting to shift popular wrath from the real malefactor to the man who exposed him. It is gratifying to note, however, that to this date no labor "leader" has publicly come to Mr. Fickert's rescue. In the whole sordid mess of corrupted justice this is the one shining phase which should cause general satisfaction. It shows that Fickert is being isolated politically, slowly but surely. The underworld and the "law and order" brigade of the San Francisco Chamber of Commerce still swear by Fickert, but his former allies in labor circles have deserted him just as suddenly as the Bulgarians quit the Kaiser's tottering crew.

From all accounts received to date, organized labor throughout America is not at all satisfied with the turn things have taken in the Mooney case.

Labor has surely saved Mooney's life. But it still remains to be seen whether or not the same propaganda that saved a human life from the gallows will be sufficient to secure for Mooney that fundamental requisite of all democratic institutions which every true American regards as priceless and which can be fully defined in one word—Justice!

Justice in Tom Mooney's case demands no more and no less than a new and fair trial.

While Andrew Furuseth is in Europe, Patrick Flynn, First Vice-President of the International Seamen's Union of America, and Secretary of the Marine Firemen's, Oilers and Watertenders' Union of the Pacific, will look after legislative matters at Washington, D. C. Patrick Flynn is eminently qualified for work of such an important character, and all who know him will be pleased with his selection for this post of honor and responsibility.

An hour off the day's labor is an hour added to the day's life.

THE "RED TERROR" IN RUSSIA.

Instructive Correspondence Between the Soviet Government and the Representative of Neutral Nations.

The Journal is indebted to the New York "Nation" for the following correspondence between the Swiss Ambassador to Russia, speaking in the name of the neutral Governments, and the People's Commissary for Foreign Affairs, is printed at Zürich by "Fritz Platten, National Councillor." The reply of M. Tschitscherin is probably to be regarded as a violent, but otherwise typical, statement of the Bolshevist position. It will be observed that the fact of the outrages against which the neutral diplomats protest is not denied.

The Note of the Neutral States.

To the People's Commissary for Foreign Affairs at Moscow:

Inasmuch as the representatives of the diplomatic corps at Petrograd were able to ascertain, definitely, the mass arrests of persons regardless of age and sex, as well as the summary convictions imposed by soldiers of the Red Army day after day, they requested a conference with Commissary Zinvieff and were received by him on Monday, September 3. They declared that it was not their purpose to interfere in any way with the struggle between political parties now raging in Russia; they desired only from the standpoint of humanity and in the name of the Governments which they represent, to express their most profound indignation at the régime of terror introduced in Petrograd, Moscow, etc.

Prompted by the single purpose of satisfying their hatred against an entire class of citizens, without being authorized by any governmental authority, armed men, day and night, break into private dwellings, steal and plunder, and arrest and throw into prison hundreds of unfortunates who have nothing to do with the political struggle and whose only guilt consists in belonging to the class of the burgeoisie, the extermination of which is being preached by the leaders of the communists in their newspapers and their speeches. The distracted families are denied every possibility of finding out where their members are confined; they are refused permission to see the imprisoned or to bring them needed food.

Such acts of terrorism on the part of men who boast that they want to bring about the happiness of the entire human race are incomprehensible, and they arouse the indignation of the entire civilized world, which is now learning about the events at Petrograd.

The diplomatic corps has deemed it necessary to convey its indignation to the People's Commissary, Zinovieff. It protests energetically against the arbitrary acts occurring every day. The representatives of the neutral Governments reserve for their Governments the right to demand of the persons guilty of these arbitrary acts the needed satisfaction and personal legal responsibility.

The diplomatic corps requests that this note be brought to the attention of the Soviet Government.

Petrograd, September 5, 1918.
(Signed) E. ODIER, The Swiss Ambassador,
President of the Diplomatic Corps in Russia.

The Soviet Government's Answer.

To the Representatives of the Capitalist Neutral Powers:

The note handed to us by the representatives of the neutral powers on September 5 constitutes an act of gross interference in the internal affairs of Russia. The Soviet Government might leave this act without any answer whatever. But the Soviet Government utilizes with pleasure every opportunity to make clear to the popular masses of all countries the nature of its policies, for the reason that it is the representative not only of the working class of Russia but of the entire exploited human race. The People's Commissary for Foreign Affairs therefore gives its answer regarding the matter in question.

The neutral powers endeavor to give a description of the condition of the suppressed bourgeoisie of Russia that is calculated to arouse the deepest sympathy in the hearts of the bourgeoisie of the entire world. It is not our purpose to refute the inventions of the representatives of the neutral powers, who, in their note, repeat every slander brought by the Russian bourgeoisie against the Red Army. We need not refute a single allegation about a concrete case of arbitrariness, first, because the representatives of the neutral powers do not quote a single concrete case, and, second, because in every war—and we find ourselves in a condition of civil war—there will happen misdeeds of individuals.

The representatives of the neutral powers do not protest against scattered misdeeds on the part of irresponsible persons, but against the régime enacted by the workers' and peasants' Government in its struggle against the class of exploiters.

Before we explain why the workers' and peasants' Government applies the red terror, against which the representatives of the neutral powers protest in the name of humanity and because of

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 2, 1918.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Nomination for officers for the ensuing term was proceeded with.
Omitted from synopsis of previous meeting—Wm. Hardy, Agent at Vancouver, B. C., tendered his resignation and W. G. Millard was elected to fill the unexpired term.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Nov. 25, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Nov. 25, 1918.
Shipping fair.
WM. HARDY, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Nov. 25, 1918.
No meeting. Shipping and prospects fair.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Nov. 25, 1918.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Nov. 25, 1918.
Shipping fair; few members around.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Nov. 25, 1918.
Shipping medium; prospects fair.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Nov. 25, 1918.
Shipping good; members scarce.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 18, 1918.
Shipping good; prospects fair.
R. H. BLACKWOOD, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Nov. 29, 1918.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Shipping quiet. Balloting on officers for the ensuing term was proceeded with.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 21, 1918.
Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 20, 1918.
No meeting. Shipping fair; few members idle.
HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66 W.

DIED.

Ernest G. Persson, No. 539, a native of Sweden, age 42. Died at Seattle, Wash., Nov. 8, 1918.

Rauder Henriksen, No. 2830, a native of Norway, age 31. Died at Seattle, Wash., Nov. 22, 1918.

Edward Beahan, No. 1818, a native of California, age 39. Died at San Francisco, Cal., Nov. 26, 1918.

The West Coast Shipbuilding Co., Vancouver, Wash., announce they will construct seven concrete river steamers 130 feet long by 12 feet to be completed within from eight to twelve months. These vessels will be built at the Naull shipyard and have no connection with similar operations promised at New Bern by the West Coast Co.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Andrew Furuseth, President of the International Seamen's Union of America, has sailed for Europe to organize the world-wide protest of seamen against the proposed sacrifice of the Seamen's Act. He will be on guard over the Magna Charta of the sailors at Versailles when the peace congress is in session there. If there has been any doubt in the minds of American shipowners as to whether their attempt to kill the Seamen's Act would fail, that doubt may now be dropped.

When the new International Union of Seamen was formed by delegates from the seamen's unions of England, Holland, Denmark, Norway and Sweden, at Copenhagen last June, the conference went on record for the equalization of the wages of seamen in Europe. That action represented the desire of the seamen from the ports paying the least wages to secure laws that would permit them to get the benefit of the highest wage paid in any European port.

When Chairman Hurley of the United States Shipping Board, formerly president of the Illinois Manufacturers' Association, was sailing for Europe a few days ago, he announced that he was going abroad to secure through the peace congress an "equalization and stabilization" of the wages of seamen, as between this country and Europe.

As the American seaman now has a far higher level of wages than is paid in the average port of Europe, Hurley's proposal means simply that he is going to try to destroy the Seamen's Act by lowering the American standard of wages, abolishing the freedom of the seamen to quit their jobs when in port in order to get better jobs, and in effect wiping out the emancipation of the seamen at the very moment of the triumph of the war for worldwide democracy.

In a letter to President Wilson, Furuseth points out that the act, if enforced, will itself equalize wages, and through its language clause will save the sea-power of the world to the white race. He says that the British and German delegates at the London conference on safety at sea, five years ago, fully understood that the freedom for seamen proposed in the act would equalize wage cost, and would thus make the United States a dangerous rival on the ocean.

"The effort was then to prevent the bill from becoming a law," he says. "The effort at the coming peace conference will be to nullify this law. There are comparatively few men high enough in public life to be considered as possible peace commissioners. There are still fewer of those who understand the economic aspect of this law and who can therefore see its national aspect. The most astute appeals to class interests will be used to disguise the national interests behind the efforts made, and the commissioners ought to be specifically instructed on this subject. Moreover, there ought to be some among them who can see and understand. Such men are known to you."

President Wilson understands, and amid a thousand other cares while at the peace congress he will try to watch over the interests of American seamen and European seamen, and the new American merchant marine. Furuseth is going to be near at hand, watching the game for the seamen of America. He will probably be assisted by the almost unanimous vote of the rank and file of the seamen of Europe. They don't want American standards lowered; they want European standards raised to the level set by the American law.

"Seven centuries in the abyss of slavery; three years of God's free air; then back to the abyss!" Furuseth describes the situation.

Only—they are not going back.

Mr. Hurley sails dangerous uncharted seas.

* * *

Our national capital shivers every morning when it reads its newspapers. It shivers again in the afternoon, when the evening editions appear. Its fright is due to that wave of social revolution in Europe, echoed in threats of labor troubles at home. Everybody points an accusing finger at everyone less reactionary than himself and yells "Bolshevik!"

This sudden upthrust of the Mooney case through the floor of polite society has just set them off again. The re-election of Stephens as Governor of California was generally received here as a guaranty that Tom Mooney would be hanged, and "Labor would learn something." Now come the Central Labor Councils in Seattle and Norfolk and New York City and a lot of places in between, talking of a general strike if Stephens does not give Mooney a new and fair trial. And Samuel Gompers, yesterday lauded in every respectably reactionary editorial column from coast to coast, joins the deep chorus of declaration that "Mooney shall not hang." It is quite too much for our upper-class press. They are going to call Gompers a Bolshevik too!

It isn't Mooney's life that worries them now; it is the fact that the American labor movement has reached the point where it takes action in its own right, to prevent gross injustice by the courts. These reactionaries see that when the times are a bit less flush—when the returned soldiers and the returned war workers have filled all of the best jobs, and one or two millions of them are impatiently waiting for good jobs such as were handed out to the first comers—the vast, irresistible power of the labor movement may be used to speed up the action of Congress. That was done some years before the war by the British coal miners, and our own railroad brotherhoods came near using the same method in the matter of their eight-hour day.

So our investment bankers and their lawyers and diplomats and writers don't sleep well, these nights. They are passing around town this story which adds to their thrills:

A wounded soldier, weak but determined to start again to earn a livelihood for his family, applied for a job at the factory he had left to go to France. The boss tried to tell him he was not needed. The soldier looked the boss in the eye and told him that he had better give him a job right away. He said he had "gone through hell" in the war, for his own country, and he was not forgetting that the country was his; he was entitled to a job.

The boss became uneasy, and told him he would fix it up; there was a watchman's job that could be turned over to him.

There was a dangerous glint in the eye of the soldier after he heard that offer. He began to tell the boss what he thought of it, and without mincing words. Then he told the boss that unless he gave him at once a better job than the one he left when he marched out to war, every one in that factory and every one in the community would hear the story without delay.

The boss, very much frightened, gave him the better job, and implored him to keep still. The incident was reported to the War Department, and caused certain old gentlemen in high positions there to exclaim something about "bolshevikism."

* * *

Despite the fact that the President and his cabinet have agreed that the War Labor Board's work must go on, during the whole period of national demobilization and reconstruction, Chairman Frank P. Walsh has resigned. He states that he is compelled to return to the practice of law. He has made a big financial sacrifice in holding the job and doing the work he has done on the War Labor Board, and he needs a chance to earn something to maintain his family for the coming year. Probably he will represent some of the biggest of the trade unions in their legal troubles in the future. In any case, Walsh will not for a moment lose touch with the labor movement in which he has come to commanding influence.

If we may judge from the fact that the five employer members and Mr. Taft voted against Walsh and the five labor members, the other day, on a motion by Walsh to cut the red tape that holds back awards in several hundred industrial disputes, then Walsh has a very good excuse for resigning—the employers in the board are sabotaging. They have prevented the board from settling disputes. Walsh has never discussed the internal troubles of the board, but the hundreds of complainants coming to the board for justice know that somebody is holding back. It has not been the labor end of the board.

The board will go on, but it is likely that its personnel will be changed if a big crop of strikes is not to be raised this winter.

One of the last decisions rendered is the taking of jurisdiction in the Minneapolis Steel and Machinery Company case. The joint chairman decided yesterday that the board will not permit the Minneapolis Public Safety Commission to interfere. Examiners are going to Minneapolis to hold hearings on the complaint that machinists were discharged for having joined the union.

MERCHANT SHIPS FOR BRAZIL.

At a recent meeting of the Associacao Commercial do Rio de Janeiro the following resolution was adopted and transmitted to the President of Brazil: "Whereas there is a great deficiency in the merchant marine of Brazil, which has hindered the development of exports, and which has prevented the extension of industrial and agricultural progress; and whereas the great Republic of the United States of America, again showing its practicability through its people, is solving this important problem for itself by its recent program of building wooden ships in large numbers, which are giving inestimable aid to its commerce. Be it Resolved, That representations be made to the Brazilian Government to suggest the necessity of the construction of wooden ships, following the example of the United States."

Speaking literally as well as figuratively, child labor is child murder.

DANGER AHEAD!

(Editor's Note—The following thoughtful protest against the permanent establishment of universal military training and service was written for the American Union Against Militarism by Ex-Governor Simeon E. Baldwin of Connecticut):

In my judgment, any permanent system of universal military training and conscription would be unsuited both to the political and the social conditions existing in the United States.

We have made our President an officer of immense powers. They are great in peace; overwhelming in war. In framing our Constitution this policy was deliberately adopted. With States scattered over half a continent it was a vital necessity to have something like absolute authority in certain matters vested in a single executive magistrate. He must, in the nature of things, see that the laws of the United States are properly executed, whether by the people in general or any particular class of the people. The only recognized class is that engaged in the military and naval service. It is the President's right and duty to carry out the legislation of Congress in regard to it. Against the danger of his abusing this trust the only safeguard is impeachment. Against the danger of bad legislation by Congress there is the greater and self-executing safeguard of a constitutional provision that no appropriation of money for raising and supporting armies shall be for a longer term than two years.

The design of the framers of the Constitution was to have only a small standing army, but that it should be supported by a force of militia in each State, trained under a discipline prescribed by Congress. The necessities of the war of 1914-1918 have caused the virtual abolition of the State militia. Instead of it we have adopted, for the time being, the policy of conscription. The course of events has now brought us to the point where we must determine whether to perpetuate or to abandon it as a part of the American system of political government.

Our history since the Constitution was adopted shows that its framers were right in providing for a small army and a supplementary militia, only, in time of peace; leaving conscription to be resorted to only when necessary in time of war.

We shall never wage wars avowedly for conquest. For any others we can safely trust to voluntary enlistment in the armies and navies of the United States, and the State militia; to be supplemented, in case of invasion or danger of invasion, by a temporary Conscription Act.

We have become the greatest and richest Government on earth. Canning's statement, a century ago, that England had called upon the New World to redress the balance of the Old, if but half true then, has since been acted out in the wars just closed. We have had a main share, cooperating again with England, in shaping the events that have, in these wars, remade the face of Europe. Our success now becomes our danger. Power begets a constant temptation to use it. Power to dictate to other nations their course of conduct leads to a desire to exercise and enforce that power. Any Conscription Act tends to exalt the military and depress the civil authority. Safety for us does not lie that way.

HONOLULU'S HARBOR.

Now that the shipyards of the United States are rapidly reaching a monthly tonnage output that will measure up with early estimates, the next pressing requisite for the success of an American merchant marine is ample dockage. New York proposes to expend $20,000,000 at once upon harbor and dock improvements. Philadelphia and Baltimore have already accomplished a great deal toward making provision for the accommodation of shipping after the war. Boston's docking accommotions will be greatly increased in the near future. In fact, along the Atlantic and Gulf coasts of the country, as well as along the Pacific, the matter of preparing for the inevitable revival of ocean commerce is at the present time receiving earnest attention.

The United States Emergency Fleet Corporation is giving consideration to all harbor improvements and projects. Along with other things, it recognizes the great need of better dock facilities at Honolulu, Hawaii, and, it appears in connection with action recently taken by the Honolulu Chamber of Commerce, in giving indorsement to a $9,000,000 harbor plan, the Fleet Corporation is very desirous that the proposed improvements shall be made without delay.

Through the Hawaiian delegate, J. K. Kalanianaole, J. H. Rosseter, chief of operations of the Emergency Fleet Corporation, has informed the Honolulu Chamber of Commerce of the principal features of the program. From this it appears that while it will be well to acquaint Congress with the plans, the approval of that body will not be required, so that there should be no delay, either in proceeding with or in prosecuting the work. The dredging of Kalihi channel, adjoining Honolulu Harbor, will cost approximately $2,715,000; concrete wharves will cost $5,578,000, and the warehouses and other structures to be erected will consume the balance of the $9,000,000, and perhaps call for an increase in the allowance. The improvements, which will be mainly on Sand Island, at the entrance to Honolulu Harbor, will cover at least eleven acres, and when the docks are completed there will be accommodation for from twenty to twenty-five steamships of an average length of 500 feet. The title to this island is vested in the United States Government; it is anticipated that, as a result of dredging, several thousand square yards will be added to its available area.

The importance of Honolulu as a stopping place between the United States and the Philippines, or as a sort of half-way station between North America and the Orient, can hardly be exaggerated. The need of better harbor and dock facilities has long been felt on the islands and has long been recognized on the mainland. It is encouraging to learn now that this need is to be supplied, with a minimum of either legislative or administrative delay.

The union label on an article you purchase is the only assurance you can have that it is produced by union labor. Protect yourself and your union conditions by buying nothing to which it is not attached.

EXPENSIVE INEFFICIENCY.

The Wall Street Journal says that thousands of dollars are being lost annually by oil companies, particularly those operating in Mexico where the gushers are extremely powerful, because of the inability to hold in the oil after the well has been drilled. The 20,000-barrel well of the New England Fuel Co. recently broke loose and ran amuck for sixteen days before it was finally shut in. The oil which escaped covered fifteen acres, at a depth of three and one-half feet. So great was the flow that it was necessary to build many levees in order to keep the waste oil from running over the highway and into the Panuco River, which lies a short distance from the well. Considerable money was expended for the levees which were built around about 30 acres. This operation alone necessitated the use of several hundred teams and scrapers.

If men would adhere strictly to the sound rules of practice in trade unionism, as they do to the rules of arithmetic, we should witness fewer instances of division and subtraction under the guise of addition.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER

(Continued from Page 3.)

of the things which you represent, could not have been enhanced."

If the President accepts the resignation William Harman Black, alternate for Mr. Walsh, automatically becomes joint chairman of the board, unless other arrangements are made. Mr. Black is a New York attorney.

Prior to Mr. Walsh's letter the board informed Secretary of Labor Wilson that they were anxious to return to their private affairs, but that they would be guided by the President's wishes. Secretary Wilson was requested "to bring this matter to the attention of the President in order that the board may be informed of his wishes in the premises."

It is stated that cases pending before the board in which the awards will have retroactive effect number more than 100. There are some 300 cases in which hearings have not begun.

Thick-Neck Employers Cause Tragedy.

The worst traffic tragedy in local history is the price paid for the Brooklyn Rapid Transit Company's persecution of trade union employees and its refusal to accept a decision by the National War Labor Board, which ordered the company to reinstate twenty-nine members of the Brotherhood of Locomotive Engineers. Instead of obeying the order company officials questioned the board's jurisdiction on the ground that "the discharged complainants were admittedly not in the company's employ," and referred the matter to the trustees of the B. R. T. Employees' Association, a company-controlled organization.

To maintain their rights and to check victimization the employees suspended work and the company ordered a train dispatcher to take out a train of five cars crowded with 900 passengers. On rounding a curve at a high rate of speed the operator lost control of the train and it jumped the track, killing 100 and injuring approximately the same number. The wooden cars—operated by the company in defiance of orders by the Public Service Commission—burst into flames, adding to the number of killed and injured.

The guilt of the company for this holocaust was so evident that its defenders and apologists remained silent against a city-wide indignation and the management quickly complied with the National War Labor Board's order by reinstating the discharged employees with full seniority rights and the strike was declared off.

The company also agrees to enter into an agreement with the committee representing these workers. Heretofore the company has attempted to force its controlled "union" on employees.

Workers' Problems for Public Schools.

Labor problems are to be brought before school children this winter by the United State Bureau of Education, which is issuing a series of pamphlet courses for the schools. Among the pamphlets are such subjects as "War Labor Administration," "Employment Agencies," "Employment Management," "The Worker in Our Society," "Women in Industry," "Child Labor" and "The Human Resources of a Community."

The lessons for the upper classes in the high schools discuss topics more advanced than those for lower high school and upper-graded school pupils, while still more elementary subjects are provided for the intermediate grades of the grammar schools.

In the high school lesson on the worker and the wage system is discussed the rise of the wage system, which is shown to be of comparatively modern development, with its result—leaving the worker dependent on the employer for hire in a speculative society.

The classes of risks that employes are subject to are described, with their consequences in the way of insecurity for the worker. The influence of accidents, disease and fatigue, and the weak bargaining position of the workmen, are presented.

The aim of the lesson is to stimulate constructive thought on the problems of the wage worker.

THE "RED TERROR" IN RUSSIA.

(Continued from Page 2.)

which they threaten us with the indignation of the entire civilized world, we shall take the liberty of asking them a few questions.

Is it known to the representatives of the neutral powers that, already in its fifth year, there rages an international war into which a little clique of bankers, generals, and bureaucrats has pushed the masses of the people of the entire world; that the masses of the people are mutually destroying themselves and are cutting each others' throats so that the capitalists may profit billions? Is it known to them that in this war not only have millions of human beings been killed at the front, but that both warring parties have bombed open cities and have killed unarmed women and children? Is it known to them that in this war one of the warring parties has sentenced millions of human beings to death by starvation in that, contrary to international law, it has cut off the supply of bread, hoping that, by means of the starvation of children, it can force upon the other party an unconditional surrender? Is it known to them that the warring parties take as prisoners hundreds of thousands of unarmed peaceful citizens, putting them to forced labor far from hearth and home and taking from them every right of redress? Is it known to them that in all warring countries the ruling capitalist clique has robbed the masses of the people of the right of assembly, of the freedom of the press, and of the right to strike, and that, for even the faintest attempt at protest against the white terror of the bourgeoisie, the workers are sent to jail or are sent to the front in order to kill within them every thought of their human rights?

All these pictures of the extirpation of the working class in the name of capitalist interests, all these pictures of the white terror of the bourgeoisie, are more than well-known to the Governments of the neutral powers and to their representatives in Russia. And yet, they have either forgotten the higher ideals of "humanity," or they forgot, in this case, to remind the bourgeoisie of the warring countries, dripping with the blood of the masses of the people, of these ideals.

The so-called neutral countries did not dare to protest, with so much as a single word, against the white terror of capital; aye, they did not even wish to protest, because the bourgeoisie of all neutral countries aided the capitalists of the warring countries to continue the war for the reason that they made billions by furnishing war material to both imperialist camps.

We shall permit ourselves to ask still another question: Have the representatives of the neutral powers ever heard anything about the bloody suppression of the Sinn Feiners in Dublin? About the shooting, without court order, of hundreds of Irishmen, including Skeffington? Have they ever heard of the white terror in Finland, of the tens of thousands shot, of the tens of thousands of workingmen rotting in jails, of their wives and children, none of whom were ever charged with anything or ever will be? Have they not heard of the mass executions of workers and peasants in the Ukraine? Of the mass shootings of workingmen by the brave Czecho-Slovaks, these hirelings of French-English capital? The Governments of the so-called neutral countries heard of all this, but never did the thought occur to them to protest against these arbitrary acts of the bourgeoisie in suppressing the working class movement, because they themselves are ready at any moment to shoot the workers battling for their rights, and in their own countries they are ready, in the name and for the defense of the interests of the bourgeoisie, to suppress the slightest sign of the rising of an indignant working class.

It is sufficient to remind oneself of the recent suppression by military force of labor demonstrations in Denmark, in Norway, in Holland, in Switzerland, etc. Not yet have the workers of Switzerland, Holland and Denmark risen, but already do the Governments of these countries mobilize the military forces against the slightest movement of protest on the part of the workers. When the representatives of the neutral countries threaten us with the indignation of the civilized world, and protest against the red terror in the name of humanity, then we call their attention to the fact that they have not been sent to Russia to defend the principles of humanity, but to take care of the interests of capitalist states; and we advise them not to threaten us with the indignation of the civilized world that is dripping from head to foot with the blood of the workers, but themselves to tremble before the wrath of the masses of the people of the entire world who will rise against a "civilization" which has plunged the whole human race into the unspeakable misery of a butchery without end.

In the entire capitalist world rules the white terror against the working class. The working class of Russia has put an end to Czarism, whose bloody régime never called forth the protests of the neutral countries. The working classes of Russia have put an end to the rule of the bourgeoisie which, under the banner of the revolution and with the silent consent of the neutral countries, massacred the soldiers because they were no longer willing to shed their blood for the benefit of war speculators, massacred the peasants because they declared the soil to be their property—the land they had tilled for hundreds of years and had watered with their sweat.

The majority of the Russian people, as represented in the second congress of the workers, peasants, soldiers, and Cossack deputies, placed the governmental power in the hands of the workers and peasants. A handful of capitalists who desired to repossess themselves of the factories and banks taken from them on behalf of the people; a handful of landowners who want to take again from the peasants the land they now hold; a handful of generals who again want to teach docility to the workers and peasants with a whip—have refused to recognize the decision of the Russian people. With the money of foreign capitalists, they have mobilized counter-revolutionary bandits, by whose aid they cut Russia off from bread so that the bony hand of hunger may strangle the Russian revolution. Having convinced themselves of the impossibility of overthrowing the workers' government supported by the masses of the workers, they organized counter-revolutionary riots in order to prevent the workers' and peasants' Government from pursuing its constructive work, in order to prevent it from freeing the country from the anarchy into which the criminal policy of former Governments has plunged it. They have betrayed Russia in the North, in the South, and in the East to foreign imperialist states by calling foreign bayonets from wherever they could get them. Hidden behind a forest of foreign bayonets, they send hired assassins to destroy the leaders of the working class in whom not only the proletariat of Russia but the entire human race sees the personification of its hopes. The Russian working people will crush mercilessly this counter-revolutionary clique which, with the aid of foreign capital and the Russian bourgeoisie, wants once more to put the slave's noose around the neck of the Russian people.

We declare to the proletariat of the entire world that neither hypocritical protests nor specious pleas will protect from punishment those who, on behalf of capital, rise in arms against the workers and the poor peasants, and who would again starve them and entangle them in new wars in the interest of capitalism. We assure equal rights and equal freedom to all those who loyally fulfill their duty as citizens of the Socialist workers' and peasants' republic. To those we bring peace, but to our enemies we bring merciless war. We are convinced that the masses of the people of all countries, suppressed and tortured by a mere handful of exploiters, will understand that in Russia force is used only in the name of the sacred cause of the liberation of the masses of the people; we are convinced that not only will they understand but that they will also follow us.

We reject, emphatically, interference on the part of neutral capitalist powers in behalf of the Russian bourgeoisie, and declare that any attempt on the part of the representatives of these powers to go beyond the boundaries of the lawful protection of their own nationals will be regarded as an attempt to give support to the Russian counter-revolution.

People's Commissary of Foreign Affairs.
G. W. TSCHITSCHERIN.

The War Trade Board announces in a new ruling (W. T. B. R. 300) that hereafter all vessels flying the American flag and vessels chartered to the United States or to citizens of the United States clearing from ports of the United States for the Philippine Islands which are to return direct to the United States, must utilize all tank cargo space aboard the vessel on the return voyage for vegetable oil only; and that said oil must be carried in accordance with the rules promulgated by the Governor General of the Philippine Islands. This requirement will be made a condition in the granting of bunker licenses.

JAPANESE IMPERIALISM.

Professor Paul Seippel, of Zürich, writing in the Journal de Genève (September 30), expresses the opinion that Japanese imperialism will hinder the formation of a league of nations and require the Anglo-Saxon nations to continue to maintain their navies.

Japan is the antithesis of the United States. Its people is strictly realistic. In politics, the moral idea does not exist for Japan, any more than it does for Prussia. What distinguishes it from Prussia is its refined civilization, and the fact that up to now it has made a point of respecting its international engagements. We can therefore give it our confidence for the time being. But the Japanese would still keep their plans of conquest, even if the Europeans gave up theirs. This war does not convey any lesson to them; they perceive in it no moral significance. "In the European conflicts," says M. Bellessort, "they see only the violent collision of national interests, and distrust ideas of right and justice." Their newspapers betray complete indifference concerning our discussions on the society of nations. Even if, as we firmly hope, German imperialism is overthrown and reduced to impotence, there will still remain in the Far East another imperialism, which will be the greatest obstacle to the disarmament demanded by all the peoples of Europe as the sole means of escaping absolute ruin. To keep in awe this ally of to-day, who may become the obstructive rival of to-morrow, the Anglo-Saxon nations will assuredly be obliged to retain, at the very least, a sufficient naval armament.

FIFTH LIBERTY LOAN COMING.

Secretary of the Treasury McAdoo has announced that, no matter what the results of the pending peace negotiations may be, there will be another Liberty loan. To use his expression, "We are going to have to finance peace for a while just as we have had to finance war."

There are over 2,000,000 United States soldiers abroad. If we transport these men back to the United States at the rate of 300,000 a month, it will be over half a year before they are all returned. Our Army, therefore, must be maintained, victualed, and clothed for many months after peace is an actuality.

The American people, therefore, having supported the Liberty loan with a patriotism that future historians will love to extol, will have an opportunity to show the same patriotism in financing the just and conclusive victorious peace whenever it comes.

Not for a moment, however, is the Treasury acting on any assumption that peace is to come soon. Until peace is actually assured the attitude of the Treasury and the attitude of the whole United States Government is for the most vigorous prosecution of the war, and the motto of force against Germany without stint or limit will be acted up to until peace is an absolute accomplished fact.

One more Liberty loan, at least, is certain. The fourth loan was popularly called the "Fighting Loan"; the next loan may be a fighting loan, too, or it may be a peace loan. Whatever the conditions, the loan must be prepared for and its success rendered certain and absolute. Begin now to prepare to support it.

ANCIENT SHIPS AND SAILORS.

C. W. Cuthell, General Counsel United States Shipping Board Emergency Fleet Corporation, not only knows his Blackstone and something about the ships that Mr. Hurley and Mr. Schwab are building (at least the legal end of them), but he also has a speaking acquaintance with the Biblical historians, and he discovered some interesting facts about the emergency shipbuilding program which was brought about by the great deluge and subsequently developed more or less of a merchant marine in the succeeding several centuries.

From the sixth chapter of Genesis, verses 14, 15, 16, Mr. Cuthell culls information that the ark was 300 cubits or 450 feet long, 50 cubits or 75 feet in breadth and 30 cubits or 45 feet in height.

It had three decks or "stories," "lower, second and third."

It was made of gopher wood and was "pitched" "within and without with pitch."

It had one window and one door.

The ark was built in B. C. 2448, or 4366 years ago, according to Archbishop of Ussher, or in B. C. 3155, according to Hales.

"Ships" are first mentioned in 49 Genesis, 13, in which Jacob assigns to his son Zebulon his territory, "Zebulon shall dwell at the haven of the sea; and he shall be for an haven of ships; and his border shall be unto Zidon" (east coast of Mediterranean). Apparently the first Port and Terminal Facilities Commission (B. C. 1689).

Solomon is the first shipbuilder specifically named as such in 1 Kings, 10, 26, "And King Solomon made a navy of ships in Eziongeber which is beside Eloth on the shore of the Red Sea, in the land of Edom." (The forerunner of the Emergency Fleet Corporation.) 1 Kings, 27, "And Hiram sent in the navy his servants, shipmen that had knowledge of the sea with the servants of Solomon." (The ancestors of the Division of Operations.) (B. C. 992.)

Evidently a regular passenger service was maintained in Jonah's time from Joppa to Tarshish (Jonah 1, 3). When the Lord gave Jonah the unpleasant job of crying against Amech, he "went down to Joppa and he found a ship going to Tarshish; so he paid the fair thereof and went down into it to go with them unto Tarshish from the presence of the Lord." (B. C. 862.)

"Jehosaphat made ships of Tarshish to go to Ophir for gold, but they went not, for the ships were broken at Erziongeber." 1 Kings 22, 48. (B. C. 897.)

"Naphtali is a hind let loose; he giveth goodly words." 49 Genesis, 21.

The United States granted the first patent of the present series eighty-two years ago. Patent No. 1, issued on July 13, 1836, was for a device to keep car wheels from slipping. Several years ago the millionth patent was issued, on a pneumatic tire. The constant demand for better transit facilities is responsible for the largest proportion of patents. Flying machines at the present time are the particular object of inventors' minds, and scarcely a day passes without an application covering some novel type of machine for navigating the air.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Increases in express rates amounting to about 10 per cent. will shortly be made by the American Railway Express Company to raise $24,000,000, half of which is to go to the men in higher wages, and half to the railroads for transportation.

Mothers' pensions were indorsed by Henry J. Gideon, chief of the Bureau of Compulsory Education, in a speech at Philadelphia. "If the mother," he said, "must depend upon her children for suport, and the law says they shall go to school, the State should provide her with an income to secure food and clothing."

Herbert Crawford, International Association of Machinists' organizer, was taken from his hotel in Jackson, Mich., and tarred and feathered. The mob was led by a uniformed sergeant of the Michigan State Constabulary. The mob also broke into the room of a traveling man, who was assaulted somewhat less severely. The reason for this is that the mob thought they had hold of another machinists' organizer. Crawford was engaged in organizing at the time. The local daily press gave the incident small attention.

The Chicago Federation of Labor has submitted to its affiliates a plan to organize a labor party. If the plan is indorsed a convention will be called and a ward and precinct organization campaign started. The platform presented includes full recognition of trade unions, Government ownership of natural resources, tax on land values, the eight-hour day, equal pay regardless of sex, league of nations, labor representation at the peace conference, opposition to child labor, representation of labor in proportion to its voting strength in all Government departments and upon all Government boards of demobilization.

An investigation by the Children's Bureau, Department of Labor, shows that very young children were employed in vegetable canneries during the past season and many of them escaped all school laws. Children from 7 to 16 years old were found employed a large part of the year at irregular hours and usually living in unsanitary and crowded camps. The children were employed in the various processes of canning, including peeling tomatoes and husking corn. Those too small to reach the tables stood on boxes placed on wet, slippery floors. In 270 canneries in Maryland and Virginia, 1094 children under fourteen years were found at work.

Wage increases have been granted railroad telegraphers by Director General of Railroads McAdoo. A flat minimum of 35 cents an hour was established and to this was added 13 cents an hour with time and one-half for over eight hours. Wages paid January 1 last were used as a basis upon which to compute the award. The new rates date back to October 1. The award is a compromise with rates urged by the Order of Railroad Telegraphers. The workers affected are telegraphers, telephone operators (other than switchboard operators) agent-telegraphers, agent-telephone operators, tower men, lever men, train dispatchers, tower directors, block operators and staff men.

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Advisory, Nels
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Anderson, Sam
Andersen, Alfred
Anderson, A. H.
Andersen, hos.
Backshom, C. F.
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Berg, K. G.
Beck, Johanes
Bittner, Fred
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Brandt, Otto
Bramley, E.
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Budd, Roy
Burns, John
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Carlson, J.
Case, Chas.
Cavanough, Jas.
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Carlin, C. A.
Christofferson, Birge
Christian, C. J.
Cochram, R.
Craig, Thos.
Dahlberg, Eric
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Duncan, H.
Detmanson, D.
Eckstrom, George
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Henricksen, Ch. -2503
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Hetman, V.
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Johnson, Gust
Jonas, A. H.
Johanson, G.
Jorgensen, John
Krueger, Johan
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Kattel, Joseph
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Kallo, M. K.
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Kakton, Ed.
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Landstrom, G. H. M.
Lewis, O. J.
Lilljegren, D.
Liljedal, A.
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Ljungstrom, O.
McLeod, John
Mikkelsen, K. -1620
Mikkelsen, Holder
McDonald, Wm.
McPherson, James
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Olsen, Bengt
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Olson, Oswald -1350
Olsen Ingvald
Olsen, C. E.
Owens, Wm.
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Pancheck, Carl
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Rockower, Max
Ronkved, Oge
Rude, J.
Rund, Nils
Rud, Nils
Ronning (Package)
Sund, Alex
Swanson, Wm.
Sauer, Ernil
Corsensen, G. S.
Sorensen, Henry
Severn, Howard
Schafer, W.
Seberg, Gust
Schyster, Carl
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Slippir, Karl
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Slack, P.
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Smith, J. R.
Spillman, S. S.
Strom, Oscar
Swanson, John
Sverdrup, T.
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Tapper, A. E.
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Braavold, Ole S.
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Booken, Frank
Carlson, Carl O.
Claboe, ernard
Campbell, Danley
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Cornelusen, Karl
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Gjerde, Andrew
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Hans Morris
Husby, Sivert
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Larsen, O. J.
Larsen, Louis
Larsen, Tony
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Bjerk, G. T.
Brun, Mattia
Brant, Max
Barrot, G.
Brandt, H.
Bengtson, S.
Bohm, Aug.
Christensen, Harry
Davis, Jonh
Doll
Eliassen, H. C.
Gomes, M. G.
Hedrick, Jack
Holmstrom, Osc.
High, Edward
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnsen, Hans
Johnson, Hilmar
Khamp, S.
Kennedy, J. R.
KanKaanpaa, J. E.
Kallas, Alex
Markman, H.
Malkoff, Peter
Meiners, Herman
Newman, I.
Nystrom, R.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Pedersen, Alf.
Petterssen, C. H.
Hahlf, J.
Risenius, Sven
Rosenblad, Otto
Svenson, B.
Svenson, Gustaf
Torin, Gustaf A.
Thompson, Alex.
Valfors, Arvid
Virkki, R.
Williams, T. C.
Wendt, Walter
Zimers, Geo.

Questionnaires and Draft Board Notices.

Sundquist, Walter W.

Morris, Henry R.
McCaskill, John D.
MsKiel, G.
Nelson, M.
Nordnes, Arnt
Nelson, O. A.
Nilson, Nils
Nass, Torvald
Nielsen, Martin
Nelson, Andrew
Nessen, Nels
Olsen, Axel
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Olsen, Johanes
Olsen, Harry
Overaa, Martin R.
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Olsen, Olaf S.
Olsen, Christ
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Petersen, Harry
Pedersen, Nils
Petersen, Alfred
Pedersen, Christian E.
Petersen, Carl
Petersen, Nels A.
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Rocknes, Nils
Rasmusen, Martin
Selig, Wm.
Sundvick, Helge
Simes, Gordon
Sorensen, Anton
Sorensen, Carl
Sollie, T. A.
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Tonnesen, Anton
Thorsen, Knud
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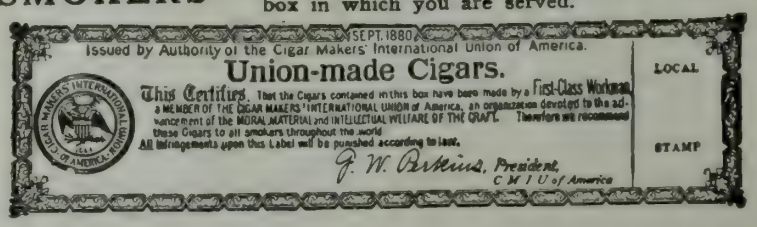

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Olson, Anskar
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Peterson, Robert
Sakarias, Rod.
Sheldon, C. B.
Simmonds, J.
Steen, J. I.
Swanson, Sigurd
Olaf
Thompson, A.
Weber, Fred
Wickman, Daniel
Welsham, R.

Tacoma Letter List.

Carlstrand, Gustaf
Hoffman, Fred
Holmstrom, Carl
Houge, Anton
Kalberg, Wm.
Krane, I. I.
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Martinsson, E.
Meyer, Karl
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INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed. 7-24-18

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

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Bohm, Franz
Cariera, Peter
Carlson, Carl G.
Christensen, H. P.
Danielsen, Eric
Dahl, Ludwig J.
Elliot, Austin E.
Eriksen, C.
Eikland, Ole
Guildersen, W. E.
Guthrie, V. A.
Geiger, Joe
Graaf, John D.
Henriksen, Henrik G. V.
Hoffmeister, M. A.
Harding, Ellis
Hartman, Fritz
Henricksen, Christian G.
Halligan, Thomas
Hauschild, B.
Heckert, Bill
Hofoker, Fritz
Johansson, Charles -2407
Johnson, Karl
Jorgenson, Earl
Jensen, H. T.
Johansen, Johan
Johnson, Emil P.
Jakobsson, K. J. W.
Johnson, Herman
Jensen, Gotfrid
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Nogat, E. G.
Nelson, A. S.
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Peterson, Frank A.
Petersen, Anton -1675
Peterson, Gust.
Rensmand, Robert
Ruisgaard, Soren
Richter, N.
Siebert, Gust
Swanson, E. O.
Swenson, C. E.
Svenson, Anton
Tuhkanen, Johan J.
Thoresen, Ingwald
Torjusen, G.
Westengren, C. W.
Warren, Geo.
Willing, Wm.
Wold, Frank

Honolulu, H. T.

Anderson, John E.
Burk, Harry -1284
Crantly, C. W.
Eugenio, John
Ekelund, Rickhard
Ivertsen, Sigvald B.
Lengwenus, W. L.
Möller, F.
Nelsen, C. F.
Petersen, Carl
Peters, Walter
Reither, Fritz
Selberg, B. P.
Strand, Conrad
Thompson, Emil N.

INFORMATION WANTED.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

Home News

The Japanese Association of Los Angeles announces 15,320 Japanese in its district, 4446 of whom are women. The number in Los Angeles is 10,009, the remainder being scattered through nineteen counties. They own 2792 acres of land, and lease 40,743 acres.

The second trial of the editors of "The Masses," a radical periodical which suspended publication some months ago, has ended in another disagreement. Press reports declared that the vote of the jury was eight to four for acquittal. It is expected that the case will now be dropped. The indictment was brought under the espionage act, and was against Max Eastman, editor; Art Young, John Reed, Merrill Rogers, H. J. Glintenkamp and the Masses Publishing Company.

Emporia (Kansas) is attempting to eliminate charity by putting its poor on a self-supporting basis. All vacant land in the city was leased by a central welfare bureau, which assigned to each family receiving assistance the winter before, enough land to provide vegetables for the coming winter. Wood and coal yards have been established where men can work, receiving part pay in fuel and part in cash. The experiment is watched with interest by neighboring towns.

The Rev. Charles Stelzle has been invited by the American Red Cross to become director of the Bureau of Relations with Churches and Religious Organizations, and of the Bureau of Relations with Labor Organizations, in connection with its Publicity Department. The Administrative Committee of the Federal Council of the Churches of Christ in America has released Mr. Stelzle for this purpose, and he has already gone to Washington to undertake the work for the period of the war.

The coroner's jury which held an inquest into the death of one of the victms of the disastrous fire in the plant of the American Button Company, Newark, N. J.., has concluded that the officials of that company were guilty of gross negligence in not having provided proper fire protection. The eleven deaths might have been avoided, said the jury, "if the laws of the State of New Jersey had been complied with regarding fire drills, safety guarding of stairways, in protecting them with fire resisting material, as ordered by the Department of Labor, and provided for by the laws of the State of New Jersey."

Florida, Ohio, Wyoming, and Nevada have voted for prohibition, making thirty-one States now in the dry list. Utah, which had previously banned liquor by statute, now incorporates prohibition into its constitution. Aside from these new victories, which do not constitute all the gains made last week, advocates of the Federal prohibition amendment have another reason for hopefulness. Out of the fourteen commonwealths which have already ratified that measure, no less than five are wet States—Massachusetts, Delaware, Maryland, Louisiana, and Kentucky. Assuming that most of the thirty-one prohibition States will ratify the amendment, very few further accessions from the wet column will be necessary to make the total foot up to the required thirty-six.

BUY WAR SAVINGS STAMPS

Domestic and Naval

A Japanese fishing boat recently brought in a swordfish weighing 917 pounds, the largest taken in Hawaiian waters for many years. It brought $82.53 when auctioned at the fish market.

The total of the world's shipping tonnage is only 7 per cent. less than it was at the beginning of the war. This announcement was made by the Chairman of the Senate Military Committee. American tonnage has more than doubled.

The "J. E. du Bignon," three-mast schooner, 458 tons register, built at Boston in 1890, and owned by J. J. Turney, Philadelphia, has been sold to A. A. Hart, New York. She was wrecked in 1916 and acquired by her late owners at underwriters' sale.

Robert Hague, of San Francisco, recently appointed on the staff of John H. Rosseter, director of operations for the United States Shipping Board, has been placed in charge of the Department of Design, Inspection and Repair in the Division of Operations.

Naval estimates for 1920 have been reduced $1,180,315,000 as the result of the signing of the armistice, Secretary McAdoo was informed by Secretary Daniels. The original estimate on a war basis was $2,644,-307,000, and this has been reduced to $1,463,992,000.

Holland has decided to release from her ports approximately 50,000 tons of idle shipping to carry from the United States the balance of grain due her in accordance with the terms of President Wilson's offer of last March—which provided 100,000 tons of bread cereals, half to come from the United States and half from South America. Holland's change of policy is attributed, in some quarters, to the change in the military situation.

The United States Steamship Company, New York, which through its subsidiaries is building thirty-two ships for the Shipping Board, announces it has signed contracts for the construction of fifty-six steel ships for private owners at an approximate cost of $90,000,000, work on the new ships to begin after the completion of the Government contracts. The company has three yards, one at Noank for wooden ships, one at Groton for steel vessels and one at Alexandria, Va., also for steel ships.

The "Acrema," recently launched by the Foundation Company, at Kearny, N. J., is the last of the ships contracted for by the company. The force of 6,000 men has been gradually cut until at present there are but 1,000 shipbuilders at the plant. The Foundation Company is the first shipbuilding corporation to finish its contracts. Wooden cargo carriers only were built at the yard. The yards have been leased from the Ford Motor Company, and will revert to that concern. The Foundation Company in all received contracts for about 130 vessels, mostly for the French Government. It has seven shipyards in operation on both coasts, the Gulf and the Great Lakes. The latest contract received by the company was for twenty 3000-ton full power wooden steamers for the French Government which will be built at Victoria, B. C.

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Baak, M.
Backman, A. -2055
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Hansen, Oscar
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Henrikson, T.
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Hesketh, Rob.
Hessen, Ben
Heyn, Thorvald
Hill, — -2030
Hobbs, Frank
Irmy, Feodor
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Jakobsen, Anders
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Jensen, Gustav
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Fraser, Alex V.
Frazer, Mikie
Fredrick, Lee
Fredricksen, . D.
Fredrickson, Martin G.
Freidland, Carl J.
Fritz, Henry
Grant, Jim
Grant, Lewis
Gronroos, E.
Gulfeldt, A.
Gundersen, N. F.
Hofman, P. J.
Hogstrom, Harry
Hole, Sigvald
Hollander, D.
Holm, A.
Holm, Arthur
Holm, Astrip
Holm, Nils W.
Holm, J. P. K.
Holman, William
Holmes, Fred
Holmes, W.
Hoper, Hames
Hovde, Michal
Howe, Albert
Huber, C. L. -2846
Hubertz, Emil
Hughes, L. W.
Hylander, Gustaf
Hyskell, T. J.
Isakson, Karl W.
Johaneson, Klaus
Johansen, A. -2412
Johansen, B.
Johansen, Fritz
Johanson, E. A.
Johanson, Waldemar
Johansson, Fran
Johnsen, Valter
Johnson, Chas. A.
Johnson, Hjalmar
Johnson, Louis
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Johnston, Leslie
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Jorgensen, Robert
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Kallanen, M. J.
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Kalvin, Oskar A.
Kaski, Carl
Karman, Wm. B.
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Kennedy, J. R.
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Latham, Thomas
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Lewis, W. A.
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Olesen, Charles
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Petersen, Hilmar
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Peterson, Mauritz
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Petter, G.
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Lono, Einar F.
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Lundberg, Thom
Lundh, F. L.
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Meyer, H.
Mjaanes, Johan
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Moller, C. R.
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Moonan, Thomas
Moore, Joseph
Mortinsen, K. A.
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Nilsson, Axel
Nolen, Axel
Nordbeck, Hj.
Nordling, Sam
Nordling, Swen
Nordstrom, Enst
Norman, Harry
Nutcher, Lyle P.
Nyberg, Otto
Olsen, Ole -1325
Olsen, Oskar
Olsen, Oswald
Olsen, Peter
Olsen, Tomas
Olson, Albert
Olson, John
Olson, Tollef
Olson, Tommy
Olsson, Albert
Peshura, Julius
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Pihlstrom, Ragnar
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Powell, H. A.
Powell, Patrick
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Punis, Anth.
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Robertson, Jorgen
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Ronn, E.
Rucknic, H.
Rundstrom, Albert
Ruter (Rutler), P.
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Sorenson, Soren P.
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Fabi, A.
Ferguson, Emmet
Johnson, Olaf V.
Jurgensen, J.
Mattesen, Hans
Nail, Elijio
Nilsen, N.
Nordstrom, Gustaf E.
Pederson, Carl
Peterson, Alfred
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QUESTIONNAIRES.

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Aalta, Henry E.
Aas, Fritjofe H.
Ahtee, Lauri
Abrahamson, A.
Abrahamson, A. W.
Andersen, Jens
Addiesen, Johannes
Anderson, Efriam
Archibald, C. R.
Augustine, Anth.
Benson, Severin
Bjorn, Christ
Bowma, Jan
Bredberg, H.
Brugman, H.
Burg, John
Carlera, Peter
Carlsen, H. C.
Castaleen, F.
Castro, Julian F.
Christensen, P. V.
Christensen, S. A.
Cronin, H.
Dahl, J. M.
Dahlberg, Oscar
Daugherty, J.
DeHart, Cornelius
Doger, H. J.
Edwards, E.
Eliasson, J. E.
Ellison, Morris
Erickson, Chas.
Folvik, C. E.
Firma, M.
Fredericksen, J. F.
Friend, Arthur E.
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Gardner, E.
Granman, G.
Green, M.
Greenitz, John
Gronroos, E. E. R.
Gumdeross, Hans C.
Gyllen, Chas.
Hansen, Anth.
Hansen, Carl O.
Hansen, Emil
Hansen, Johannsen
Hansen, B. P. A.
Haraldsen, Alf.
Harris, J. T.
Henrikson, Henry
Hjorth, J. J.
Hofman, P. J.
Jacobsen, C. A.
Jansson, Karl H.
Jansen, Bernh.
Jensen, Frank
Johannesen, Johan
Johansen, A. W.
Johansen, Earl
Johansson, J. W. L.
Johnsen, Alf
Johnsen, Carl G.
Johnson, Carl
Johnson, Erik
Johnson, John E.
Johnson, Oscar
Jonasen, R.
Kaasik, August E.
Kammus, J.
Kihlstrom, Dom
Koch, Carl
Korsberg, A. W.
Kristiansen, Henry A.
Kroeger, W. O.
Larsoe, James P.
Larsen, Gustave
Larsen, Herman
Larson, John M.
Larsen, Louis
Larsen, Olaf
Lasdin, Herman
Lax, Ernest H.
Lehtinen, Ernest H.
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Lindquist, Gideon
Lokken, Olai K.
Loine, Frank L.
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Lundstrom, E. W.
Magnussen, H. R.
Maki, Matt
Makla, Anden
Mannila, O. A.
Maripu, John
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Miller, Alb.
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Nail, E.
Navano, C.
Nielson, Hans
Nilsen, N.
Nilsson, Nils H.
Norton, Carl E.
Odvall, E. W.
Olsen, G. E.
Olsen, Nicolai
Olsen, Otto C.
Olsen, C. L.
Olsen, Claio
Olsen, Angar M.
Olsen, Ragnar
Olson, Knut
Osman, John
Osterburg, Carl
Ostergard, Frank
Pederson, C. E.
Pera, Gust.
Perselli, G. P.
Persson, Edw.
Peterson, Conrad
Peterson, Nic.
Peterson, Oscar
Pettersen, Einar E.
Porter, Hendr.
Rantanen, Eino
Rasmussen, C. P.
Rasmussen, R. H.
Rasmussen, L. A.
Reiersgord, H.
Riddell, A. M.
Rudd, Berger
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Roed, Hjalmar
Roffer, Jack
Salli, R.
Salva, F.
Sandstrom, I.
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Singi, M.
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Mr. Bacon—How so?

Mrs. Bacon—Why, I thought you would never come to the point.—Yonkers Statesman.

Prohibition Worker—Is your husband a wet or a dry, Mrs. Jingle?

Mrs. Jingle—He's a periodical.—Buffalo Express.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.
11-6-18

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal.
11-6-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va.
11-6-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.
11-6-18

News from Abroad

Up to the end of August last, the Japanese Government had received this year as extraordinary revenue from marine insurance a sum of nearly 10,000,000 yen ($4,500,000).

Goods destined for Colombian points 500 miles inland from the Pacific Coast are sent up the Amazon and Putumayo Rivers by boat and over the Andean Cordilleras by pack train, a distance of more than 3000 miles.

A movement in favor of the establishment by Great Britain of a federated government for the Fijian and other Pacific islands is reported to have been launched at a recent conference of the Fiji sugar planters. According to a brief report of the conference, the incorporation of Fiji in the proposed federation was to be conditional upon a favorable expression of opinion on the question by the people of the colony.

In the great Austro-German offensive against Italy last autumn the enemy nearly reached Venice, and they had already decided amongst themselves that that city should, when peace came (their sort of peace, of course), be surrendered to Austria. So certain were they of this, says "Syren and Shipping" (London), that the Austro-American Company marked out (on the map) the site of a ten-berth building yard they intended to lay out there, and ordered all the machinery and material for the construction of the yard. If our memory is not at fault, it was Dr. Johnson who wrote: "All pleasure that is preconceived ends in disappointment."

A pamphlet entitled "Canada's War Effort," recently issued by the Director of Public Information at Ottawa, is a compilation of data regarding Canada's effort during the first four years of the war. The total number of enlistments in the Canadian Expeditionary Force from the beginning of the war to June 30, 1918, including those under the Military Service Act, is 552,601, of which number 383,523 have been sent overseas. The total casualties for the same period aggregated 159,084. The volume of domestic loans is $756,000,000, or about $100 per capita of the population. In addition to the domestic loans, securities totaling more than $207,000,000 have been issued in Great Britain and the United States.

Canada has appointed an economic commission for Siberia. The members are C. F. Just, Chief Canadian Trade Commissioner in Russia; W. D. Wilgress, Canadian Trade Commissioner at Vladivostok; Colonel J. S. Dennis, liaison officer of the Canadian Siberian Expedition, and Ross Owen, transportation representative in Russia of the Canadian Pacific Railway. Three other members representing agricultural, mining and banking interests will be designated later. According to the Toronto "Globe," the Commission "will be expected to make a careful study of local conditions in Siberia, both economical and social, to inquire into transportation facilities, to ascertain the wants of the farming community in respect to agricultural implements and equipment, and to note the improvements in methods of handling grain, and in mining, forestry, and fishing operations."

BUY WAR SAVINGS STAMPS

With the Wits

"The groom was attired in the conventional black." "What's the matter with you? You mean khaki."—Kansas City Journal.

Tommy (who has been wounded for the fourth time)—I know what it means, mate; them Huns don't want me in this war.—London Opinion.

"Society fiuds its level in a street car, doesn't it?" "Well, it shows how many people who think themselves in good standing, are merely hangers-on."—Baltimore American.

"Why do you use such a long cigar-holder?" asked Smith.

"The doctor told me to keep away from tobacco," replied Jones.—Cincinnati Enquirer.

"Jones made a very lame speech on the subject under discussion."

"No wonder when his argument hadn't a leg to stand on."—Baltimore American.

Bibb—They say the face is the window of the soul.

Babb—Then many men I know ought to keep the shades down all the time.—Town Topics.

Johnny—Father, how do you spell high?

Father—H-i-g-h; why do you wish to know?

Johnny—'Cause I'm writing a composition on the highena.—Tit-Bits.

"What is it?"

"A raffle."

"I never yet won a prize at a raffle."

"Well, you've never lost much at that."—Louisville Courier-Journal.

"What's the objection to my printing what I like in the Congressional Record?" asked the new member of Congress.

"You've got to suffer for the general good, son," replied Senator Sorghum, soothingly. "You're liable to slap something in that is so interesting there won't be white paper enough in the country to meet demands for that particular issue."—Washington Star.

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CALIFORNIA STATE

THE SEAMEN'S JOURNAL

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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WAGES VS. PUBLIC HEALTH.

The Direct Relation of Wages to the General Well-Being.

Mr. Arthur E. Holder, for many years Legislative Agent for the American Federation of Labor at Washington, D. C., and now the representative of Labor on the Federal Board for Vocational Education, has been an occasional contributor to the Journal for a long time past. All of Mr. Holder's contributions have been timely and instructive.

Of exceptional merit, however, is an address just delivered by Mr. Holder at the meeting of the American Public Health Association, held in Chicago.

The subject assigned to Mr. Holder was: "What is the Relation of Wages to Public Health?" Here is his answer—earnestly commended to a careful perusal of the Journal's readers.

The health of the child is the strength of the nation.

The power of a country, the happiness and security of a people rests on the broad base of public health.

The first duty of man should be to preserve his health. The first and most patriotic duty of a statesman should be to care for the health of the people.

What is the relation of wages to public health? It is not possible to adequately cover this question in the short space of fifteen minutes. The subject can only be roughly sketched. There is no problem more vital. The term "wages" is applied to the incomes of working people.

The working people and their families constitute the majority of all countries. It is safe to say that in the United States the ratio is easily 9 to 1 if we include as we should agriculturists and such workers whose incomes are rated as salaries.

It follows as a matter of course that whatever affects a proportion so large, automatically affects the relation of the whole.

Therefore, wages and health are reciprocally related, each affecting the other. The higher the wage, the better the health of the wage workers, may be accepted as axiomatic. The better the health of the wage workers, the better the health of the public. Improvement in public health means increased total production and prosperity, greater safety, more happiness. The reasoning is easy.

This leads us to other questions, vital parts of the original. First, are wages sufficient to keep the wage earner in good health? Second, is the public health maintained satisfactorily?

The flourishing existence of many large sick and beneficial societies, like the Odd Fellows, Foresters, K. P.'s, K. C.'s, Workmen's Circles, Trade Unions, Masonic and other fraternities merit a negative conclusion. Some assert that the very existence of such organizations are equivalent to an indictment of our present wage system and our lack of system in caring for public health.

If statistical information is helpful to a clearer light, consider the following facts: In 1910 over 38,000,000 persons were engaged in gainful occupations. "Manufacturing and Mechanical" absorbed 10,808,000. I select this the largest group of wage earners for my illustration and find upon analysis of census bureau reports that our industrial progress is unbalanced.

Wage Earner's Share of What He Creates.

In 1850 the value of our average annual per capita product in manufactures, was $1064. Sixty years later, in 1910, the average per capita production had increased to $3125. Wages paid employes of manufacturers averaged $247 in 1850. In 1920 wages had risen to $518, an increase of only 109 per cent. as compared to 193 per cent. increase in average production. Carrying this analysis farther we find that in 1850 the wage earner obtained 23¼ cents of every dollar's worth of value he created. In 1910 this proportion of product had shrunken so the wage earner got only 16½ cents on each dollar's worth of goods he produced.

This is the base or foundation of the question: "What is the relation of wages to public health?"

The next view reveals the first effect—which we may identify as "instability of industry"—or, "depression in business," more commonly known as "panics."

This brings us to a debatable inquiry, "What causes panics?" High tariffs—low tariffs—gold standards, silver standards, good crops, poor crops—or spots on the sun? All of these and many more excuses have been given and explanations elaborately made by highly gifted scientific men.

Unfortunately but few have seen the truth or grasped the facts that panics are brought about more by inequitable distribution of wealth than any other cause.

Formerly when the laborer got 23 cents in wages for each dollar of his product, panics occurred about once in twenty years, as witness 1837-1857-1877. Since real wages shrunk to 16 cents on the dollar, panics roll around more frequently as the record shows, 1884-1894-1907-1914.

Wages, Panics and Public Health.

What has business activity or panics to do with public health? No other factor in modern life is so powerful, nothing influences our individual health more than severe changes in our economic life. During busy periods men work at high speed and high tension from early in morning till late at night. They are literally rush to death.

During panicky periods, the workers and employers spend a large part of their energy and vitality fretting their lives away for fear their jobs or business will suddenly cease and leave them economically stranded.

This answers the question and explains in concrete form the relation of wages to public health.

All medical men agree on three prescriptions for many human ills; first "do not worry"; second, "take a rest"; third, "go away for a change."

The first seems humanly impossible to avoid, the last are too expensive to indulge in by that great army of the public that work for wages. Hence, small ills grow into great chronic afflictions—you physicians know the balance of the human story too well for further reminders.

This brings our query to the relation of working hours of wage-earners to public health, and is answered by recalling your attention to the tenacity of the workers for eight hours or a shorter working day.

Wage workers find this the most effectual way to more equitably distribute social wealth and the greatest preventive of disease. Since the union cigar makers adopted the eight-hour day in 1886, from 12 to 15 years have been added to the average life of cigarmakers.

The printers have added ten years to their life since they abandoned the ten, eleven and twelve-hour day.

Similar experiences have been proportionately recorded by miners, machinists, bricklayers, needle workers, carpenters, metal polishers—and thousands of other organized wage earners. Our trade union vital statistics also show that many years of life have been added to the lives of such wage earners who have shortened their work day and increased their wages.

Every improvement in group health thus briefly described correspondingly improves the public health.

The greatest of teachers reminded us that "Man shall not live by bread alone." Of course this means all men. We may lay too much stress on the bread and butter aspect of the workers' life, but it should not be forgotten that the wage earner, his wife and children have a spiritual hunger. If time and means will not allow a satisfaction for this hunger, it means that essential joy is crowded out of the workers' lives, thus leaving them subject to nervous ills. Organized wage earners have been righteously jealous of their health. They have been instrumental in securing many Federal and State laws for the protection of life and conservation of health. They never urged such legislation as a special favor for themselves but always for the common good. They have had more struggles with corporations for health and safety conditions of work than they have for wages.

The workers realize with the deepest significance that health is their capital, their chief asset. To lose their health is to lose their power to earn. To keep health or improve health means increasing the power to produce. Wages depend in the last analysis upon quantitative production, the greater the production the greater opportunity is afforded for workers to raise their wage scale.

The increase and power of organization of workers insures: First, improved health; second, increased production; third, fewer accidents;

fourth, shorter hours for fathers and mothers; fifth, higher wages; sixth, better education and health of children; seventh, higher grade citizens; eighth, employment of a better grade of certified physicians; ninth, fewer patent medicines, drugs, nortrums, quacks and whisky.

Let me relate just one illustration from many, gathered during a very busy life. A wealthy mine owner of West Virginia admitted to me in June of this year, that after fighting organizations of his miners for many years, he finally changed his attitude in 1912 and this was the result. Before organization in his field, the highest average production was 5.4 tons per man per day of ten hours. Since organization the average output had risen to 9.2 tons per man per day of nine hours. Fifty per cent.-less accidents had happened, no stoppages had occurred, no illicit drunkenness reported, less sick ness, fifty per cent. less labor turn-over, more school houses, finer social conditions, happier neighborhood, a more contented and prosperous boss.

Lack of Vital Statistics.

If it were possible to secure complete and accurate statistics of men, women and children in this country whose health is impaired and whose lives are materially shortened by employment under conditions which were preventable by the exercise of intelligence and comparatively small cost, the totals revealed would be far more appalling than the losses during the present war.

The losses and sufferings due to preventable ill health tax the imagination. A large part of the country population and the city population as well suffer from unnecessary ill health. Good health is an important factor in the production of wealth, let alone the satisfaction of good health to the individual in his life as a consumer. The need of knowledge along health lines is widely attested. Nowhere does ignorance exact heavier penalties.

It has been calculated that out of our normal industrial army of over 38,000,000 workers, there are at all times about 3,000,000 incapacitated for full service, and it is further calculated that, of this 3,000,000, one-third are from absolutely preventable causes, and about one-third more through causes probably controllable.

The Yearly Toll of Preventable Disease.

One million five hundred thousand persons die in the United States every year, many of the deaths being premature. It is estimated, no doubt, too conservatively, that for every death there are two additional persons sick. A total of 3,000,000 sick. The greater part of such sickness is preventable. Some eminent authorities estimate the economic losses each year in the United States due to sickness range from $1,500,000,000 to $2,000,000,000. The greater part of sicknes can be prevented. There is no more profitable undertaking than the promotion of health, and no form of knowledge more urgently needed in curricula than effective hygienic science. Tuberculosis might be made as rare as smallpox, but on the other hand the death rate is high from the disease, being 183.6 per 100,000 in 1907—500,000 persons in the United States are suffering from tuberculosis. One-seventh of all deaths are due to it. The economic loss in the United States in 1909 from tuberculosis is estimated at almost 50 per cent. above the value of the wheat crop of the country.

In 1908 there were 35,000 deaths from typhoid fever and 350,000 cases in the United States. Better local sanitation would have prevented 75 per cent. of the cases, while sanitation for the country at large would have prevented most of the remaining cases. Whole families in the country are often almost exterminated by typhoid fever developed from infected wells and unsanitary surroundings.

Typhoid has been nearly eliminated in communities where intelligent precautions have been taken. The results of education appear at once in decrease of the death rate from this disease. About 80 per cent. of the cases of typhoid developed from drinking impure water, a cause easily removed by simple scientific methods.

Pneumonia causes a high death rate, in some cities one-sixth of the number of deaths. Methods of prevention, similar to those for tuberculosis, are well established and would prevent the majority of cases if intelligently employed. ployed.

E. E. Rittenhouse, president of the Provident Savings Society of New York, asserts that annually in the United States human lives equalling the population of the State of North Dakota are sacrificed through ignorance and neglect of reasonable and known preventive measures, and that preventable disease and accident yearly destroy more lives than have been lost in all the country's wars since the Declaration of Independence.

Economic Waste by Industrial Accidents.

Fearful losses of life and economic waste result yearly from industrial accidents. Unfortunately we are still in the dark as to the number of industrial accidents, notwithstanding continuous demands by labor and forward-looking employers for definite data from State and Federal authorities. The only accurate data on hand is confined to mining and transportation. For the five-year period ending December, 1917, a total of 16,526 workmen were killed and over 49,000 injured in our mines and quarries. For the five-year period ending December 31, 1917, the railroads of the United States killed 48,801 and injured 931,764. Of the killed and injured more than seven out of eight were railroad employes. It must be remembered that men who work in mines and quarries and on our railroads are picked men. Invariably they are the strongest types.

The extreme prevalence of accidents as shown suggests the need of better knowledge of dangerous employments and risky situations. Not a day passes without its toll of avoidable mishaps, entailing pain, expense, household sorrow, permanent injury, public loss. Similar accidents are continually being repeated, but adequate warning is too rarely given. Individuals learn by experience of the most expensive kind. Mere prohibitions as usually given are not effective. Were a manual of accidents prepared in the spirit of science and widely distributed tens of thousands of accidents with their incidental expense, would be avoided every year.

Hundreds of typical accident situations could be demonstrated in laboratories and lecture rooms, and thus an effective experience be had without the wasteful, needless, experience of real accident. It is questionable if people need to learn nearly so much by experience. The purpose of education is to substitute learning by understanding, in place of learning by experience.

We hear much of efficiency experts. I know no field which presents greater opportunities for their efforts than that of scientifically surrounding workers with conditions calculated to keep them in condition fit to perform their best service.

Problem of Equal Interest to All.

It is too painfully apparent that this problem of health and safety is of equal interest to employer and employe. An injury to one is the concern of all. It is to the interest of all the people of the country to recognize the fact that it is quite as important for men to be kept in the same state of high efficiency as machinery; and other forms of property.

Restriction of output is often justified as necessary in order to preserve the health and vigor of the worker, thereby conserving the human resources of the nation. Energy and ability to produce are the workingman's capital, but it is intangible and is not adequately protected either by statutory law or trade union agreements. Trade unionists know that speeding up beyond definite limits impairs the efficiency of the worker and reduces the total output during his life. From this point of view, it is nothing short of robbery to quickly wear out a workingman and impair his capital while only paying him "existence wages." An industry which uses up the vital energy of a worker in a few years is coining the nation's life-blood into dividends. No industry has a right to more than that amount of the worker's energy which can normally be replaced by proper food and rest. It is obviously to the interest of the worker and of society that overdriving and sweating be abolished. The policy of organized labor toward such a consummation, is acting for the best interests of all society in a thoroughly praiseworthy manner. Restriction of the output of an individual worker during a given day, week or year is justified because it increases his total output and allows the worker to become a better citizen and a more desirable member of society. Careful tests should be made by employers and employes in co-operation in order to ascertain the proper amount of time needed to perform a given job. Systematic investigations of this nature would give definite standards or averages for the output of the average worker.

Conservation of Worker's Health.

Great enthusiasm usually accompanies proposals to conserve natural resources, animal life and food products. This is of course perfectly proper. No criticism is heard as long as the output is limited to save material products from utter annihilation, but when the health of the worker is at stake there seems to be little sympathy with any limitation less than that which the capacity of a skilled, subsidized "pacemaker" demonstrates.

The charge of malingering is too thoughtless. The cry of "slackers" frequently unfair.

Listen, gentlemen, and friends of humanity to this unvarnished report of some workmen's experiences:

"Officers of the Oakland (Cal.) Boiler Makers' Union declare that newspaper sensationalism about strikes and high wages in shipyards is 'becoming tiresome.' The publicity committee of this union reports 'We have made careful estimates and find that there are only 70 men out of the 15,000 working in Alameda County shipyards who are drawing $50 a week or over.'

"The average wage paid shipyard workers is $24 a week. The time limit of endurance for a man working with a pneumatic hammer is six months on general work, and three months on the shell. After that he has to take a lay-off and rest. The average length of time for a man to stay with riveting is three years. Then he must seek other work if he doesn't break down altogether. We have many riveters in the hospital now, suffering from breakdown.

"We know that the Government wants ships and we have been willing to waive rules that in ordinary times we have found necessary to protect the lives and health of our members.

"We have waived objection to piece work for the duration of the war, we have waived apprentice rules, we have consented to increasing the number of helpers to each mechanic and we have worked overtime against our wishes in our desire to aid the Government get more tonnage into the war.

"Despite these conditions we are being daily misrepresented by newspapers that howl 'strike' when we instruct officers to take up with the Government officials the question of health conditions which will prevent physical collapse of our associates."

Without undertaking to enumerate all the efforts by the American labor movement to conserve human welfare I close this recital by recording some of the many declarations in the Labor program for health and safety of the workers and all the people.

Labor's Program for Health and Safety.

(1) Continued agitation for a shorter work day to a maximum of eight hours for all manual toilers.
(2) Demand for a higher minimum wage for all labor.
(3) Encouragement of outdoor exercise.
(4) Formation of fresh-air clubs.
(5) Recommendation of temperate habits, including a diminution of the use of intoxicants.
(6) Release from work at least one full day in seven.
(7) Play grounds for children adjacent to all public schools.
(8) Large, open "breathing spaces" or parks interspersed in all cities.
(9) Total elimination of the sweat shop system.
(10) Rigid inspection and enforcement of law in all mines, mills, factories, and workshops.
(11) Saturday half holiday, fifty-two weeks in the year.
(12) Incorporation in trade agreements or in collective bargains governing working conditions of provisions for suitable ventilation, sanitation and safety devices.
(13) That wherever possible the suburban residence idea be strongly favored, coupled with a demand for one-half rates on steam and trolley lines during the usual hours of going to and returning from work.
(14) Further agitation for better rooms and fresh air ventilation in all living apartments.
(15) A positive demand for the passage and enforcement of rigid anti-child labor laws in States where they do not now exist.
(16) Abolition of night work by women and minors.
(17) Equal pay for equal work regardless of sex.
(18) More conferences and better understanding established among employers, workers and physicians.
(19) Inauguration of community forums where health conditions can be openly discussed by parents and physicians.
(20) Elimination of Latin and substitution of English in prescriptions. This mystifying practice is un-American and does not help practitioner or patient.
(21) Continuous medical and dental inspection in all public schools at public expense.
(22) Complete systems of up-to-date physical education in all public schools at public expense, with further provision for free examination of adults by medical faculty of schools.
(23) Concentration of all Federal health agencies into one department with a secretary at its head, he to be a member of the President's Cabinet.

COORDINATION ON THE LAKES.

Now that the season is over for iron ore shipping on the Lakes, the benefit of coordination is fully appreciated. Coordination was established for the season of 1918 in order that the fleet, reduced by the commandeering of ships for ocean service, should be sufficient to move without difficulty the iron ore, grain, coal and other bulk tonnage of the Great Lakes. Under it the control of all the 400 or 500 ships of a size suitable for iron ore, of all the upper lake iron ore docks, and all the lower lake ore receiving docks, was placed in the hands of a central authority. This has worked out so well that practically as much tonnage had been moved by Nov. 1 as was moved the year before, with a larger fleet, by Dec. 15. So well that in spite of a rate of $1 a ton this year, compared with a wild rate of $1.50 last year, and in spite of higher wages, coal, and other supplies, the ships have made more money this year.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

A. F. of L. to Call World Labor Congress.

Complying with instructions of several conventions, the American Federation of Labor Executive Council will issue invitations to the trade union movements of all nations to join with the American Federation of Labor in an international labor conference to be held at the same time and place that the Peace Conference between the warring nations is held.

The purpose of this conference is to consider and help in peace discussions and to establish a new International Trade Union Federation.

As the American Federation of Labor convention has declared that at least five delegates shall attend this conference, the Executive Council has selected the following from its membership to represent the wage workers of North America:

President Gompers, Vice-President Duncan, Vice-President Alpine, Vice-President Duffy, and Vice-President Green.

Industrial Power is Military Base.

The trade union theory that industrial power is the essential factor in social movements and political success is strikingly illustrated in an article written by J. R. Finlay, mining engineer, and published in the Engineering and Mining Journal, current issue.

The writer makes no appeal to emotion or sentiment, but declares, in the bluntest manner possible, that a nation without industrial power is an international nonentity, both from a business, a political and a military standpoint.

As an argument in support of trade unionism, the article is a classic. It rebuffs those who have attempted to associate the unions with activities that would dilute organized labor's bedrock theory—industrial power.

Mr. Finlay says:

"The war has proved one thing so thoroughly that we may take it for an axiom —namely, that the mass of military power is about equal to the mass of industrial power. The same organizing forces that create one create the other. A weak industrial nation is not a great military nation, and the people who try to make it so will find that they are building up a sophistry. On the other hand, a strong industrial nation is not necessarily a military one, but that is a matter of its own option. It can be, whenever it wants to be; and it will want to be whenever it feels a necessity strong enough.

"Another axiom is that political power—internatonal influence—is in proportion to this interchangeable industrial or military power. I say power, not the assertion of power, or the use of it. The fact that some clever leader in an inferior nation may attract great attention in international affairs, and give his country the appearance of power, may be due wholly to the fact that some superior nation does not oppose him. It may have no reason to, or it may not have a leader who can use its power.

"Another axiom is that the industrial power of a nation is not measured by gold or by foreign trade or by bank statements. It is simply the producing capacity of the people, which will be a function of their numbers multiplied by their efficiency and again by their national resources."

City-Owned Car Lines Has Lost Its Terror

Municipal ownership of street cars has lost its terror to the American Electric Railway Association, which has referred to its executive committee a resolution recommending that the member companies encourage "in every reasonable way the public acquisition of the present electric railway properties." The president of the association was authorized to call a meeting of the association when the executive committee is ready to make its report on the resolution.

This action was taken at a meeting of the association in New York which was attended by representatives of 85 per cent. of the country's electric street car lines.

The resolution declares that municipal franchises are no longer of value, and that legislation, high wages, and high prices for material have made it impossible to earn a "compensatory return." Another part of the resolution says that the private owners will "make sacrifices rather than see the communities deprived of street railway service."

President McCulloch of the United Railways Company, St. Louis, Mo., made the point that public ownership would place street car employes in the civil service and that then their pay would be regulated as is the pay of firemen, policemen and other city employees who often receive less than many railway employees. The St. Louis man believed this feature of public ownership would solve the question of service.

In discussing the question of payment for the car lines the resolution favors "arranging such terms of payment as conveniently accord with the financial limitations of the respective States and municipalities." This would indicate that street railway and allied interests will oppose the people taxing themselves heavily for a few years to save interest charges, but favor long-term bonds with a set income guaranteed by municipalities, as is the case now with the Federal Government and railroads, telegraph, telephone and express companies during the war period.

Rural Children Neglected.

That thousands of children in rural and small town communities are being deprived of a fair chance for normal development is the assertion of the children's bureau, Department of Labor, in a report on conditions which tend to juvenile wrong doing in the country.

It is stated that 135 New York State children who were implicated in some sort of wrong doing and who came from 144 different families were studied, and their family surroundings were scanned in an effort to discover what had led them astray. Most of the children were of normal mentality, although about one-fourteenth were noticeably deficient, but lack of opportunity for moral and mental training, for recreation and lack of variety of interesting occupations with promising futures led these children of normal mental power into delinquency.

The twenty-one New York State com-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Hon. Thomas Crothers, Minister of Labor for the Dominion of Canada, has resigned. It is stated that ill health is the cause. He is succeeded by Senator Gideon Robertson, third vice-president of the Order of Railroad Telegraphers.

The unionization of farm workers in England and Wales has been phenomenal, and headquarters of the Agricultural Laborers' and Rural Workers' Union have been moved to London. In one year the union has increased its membership from a few thousand to 100,000 and it is growing at the rate of 10,000 a month.

The Scottish Co-operative Wholesale Society, Limited, held its jubilee anniversary meeting recently in Edinburgh. According to the statement of the president, Mr. Robert Stewart, since 1868 the sales have increased from £81,094 to £17,767,099 in 1917. Fifty years ago the society's capital amounted to £5174; last year it totaled £5,620,480, while during the whole period of its existence profits amounting to £7,558,197 had been returned to members.

The British Ministry of Reconstruction has begun the issuance of a series of pamphlets dealing with reconstruction problems. The first, entitled "The Aims of Reconstruction," is a compilation from the speeches of Dr. Addison, the Minister of Reconstruction, outlining the main problems of reconstruction, such as shipping, finance, joint industrial councils, etc. The second, entitled "Housing in England and Wales," gives data showing the estimated deficiency in housing—300,000-400,000 for England and Wales alone—and summarizes the steps which are being taken to meet the situation.

The Canadian railway board of adjustment No. 1 has ruled that wage awards for maintenance-of-way employes on the British Columbia division of the Canadian Pacific Railway shall apply to Japanese and other Oriental labor. The employes held that the original award should include all workers doing the same service without regard to whether the individual "was black, white or yellow." Trade unionists express the opinion that decisions of this character will go far toward lessening the cry for the importation of Oriental labor. The adjustment board is a voluntary organization consisting of six representatives of the railroads and an equal number representing organized railroad employes.

At a recent conference in London a scheme for the prevention of strikes in shipyards was unanimously adopted by the Shipbuilding Employers Federation and the trade unions concerned. Sir Robert Horne, on behalf of the Admiralty, addressed the conference and emphasized the necessity of an understanding to prevent stoppages of work and consequent delay in the output of ships. Delegates attending the conference have expressed their satisfaction at the results obtained, and it is understood that representatives of employers and workers will visit the districts affected by the agreement for the purpose of explaining in detail the terms of the scheme arrived at, and to urge upon all concerned the need for strict adherence to these terms.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Anderson, Morris
Antonsen, N. H.
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Breien, Hans
Bergh, Borge
Carlsson, Axel
Cariera, P.
Clay, Henry
Collins, Ed.
Davis, Oroville
Engstrom, Erick
Eklund, Swen
Ellingson, Billy
Fosberg, Leonard
Frost, Peter
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Hansen, Aksel
Hederman, H. C.
Hederstrom, T.
Holmstrom, Hjalmar
Hakanson, Axel
Hoek, A.
Hammarquist, Gust
Halvorsen, Harry
Iverson, Tom
Irmy, Fred
Johnson, Gunnar
Johansen, N. A. -1604
Johansen, Fred
Johanson, John
Johanson, John A.
Johansen, Carl
Jacobsen, John
Johnson, K.
Johnson, Ole
Johnson, Chas. A. -2044
Jonassen, Johannes
Jacobsen, Telegram
Johansen, Fred
Johansen, C.
Kallas, M.
Lundin, Arthur
Lechemus, Bill
Lill, Karl
Lyngnes, Chris
Malmquist, Gus
Molander, H.
Miller, John
Mourice, Francis
Monson, Chas. C.
Nurmi, Taini
Norstrom, Hans
Olsen, Ole W.
Olson, Andrew
Peterson, K. E.
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Ryden, Oscar
Raaum, Harry
Rasmussen, J. A.
Swenson, Nickolaus
Spence, Oswald
Sodergren, Oscar
Shlieman, F.
Stringer, E.
Salo, Oscar
Turman, Arthur
Terkkl, Arthur
Thornlund, John N.
Wrig, Claus
Winberg, Oscar
Williams, Edward A.
Warkala, John
Zunderer, Theo

CLASSIFICATION CARD

Doage, Sigvald
Hingren, John H.
Hansen, Adolph
Louis, Jose M.
Pederson, Carl
Schlieman, J.
Tysk, J. H.

Questionnaires.

Aldo, Kusta Nestar
Axelson, Erik
Anderson, Sven
Christensen, Ole Martin
Doage, Sigvald
Gronlund, Oskar A.
Hanson, John August
Holm, Frank
Jacobsen, Gustav E.
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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Pacific Coast Marine.

Captain F. Tristan of the French high commission, is in Seattle for a conference with officials of the Foundation Company relative to the transforming of the Portland and Tacoma plants of that concern into steel ship construction plants to build for the French.

The Skinner & Eddy plant at Seattle on December 7 launched two big steel ships, the "Edgefield," 9600 tons, and the "West El Cajon," 8800 tons, bringing the total product of the plant up to forty vessels of 8800 tons or greater. The plant broke ground three years ago next March.

About twenty-eight quarts of good old Scotch was unearthed, or rather unriced, by Customs officers at Tacoma during a search of the Garland Line steamer "Justin," just in from Shanghai. Almost every trip some liquor is found on the Oriental vessels and in this hunt the stuff was found in the Chinese quarters, concealed in sacks of rice.

Up to date Tacoma has launched forty-seven wooden and steel vessels since the United States went into the war and peace was declared. Of this number seven are steel, twenty auxiliary schooners and the remainder Ferris type wooden ships. So far the vessels put out at the Tacoma yards are making better records in sea service than some of the ships put out at other Northwest yards.

Pilot Julius Allyn has been exonerated by the Federal steamboat inspectors at Portland in connection with the recent sinking of the port of Portland tug "Pronto" by the Government steel steamship "West View." The pilot was in charge of the "West View," and was trying to make a landing near Municipal dock No. 1, when the stern of the ship swung into the small tug, which was tied up alongside the dock. The ship's rudder crashed into the starboard side of the tug, and the smaller vessel went to the bottom in a few minutes.

Alleging the existence of a situation that has helped British Columbia shipyards acquire sixty contracts since the declaration of the armistice, the Washington wooden ship builders sent an urgent message to their representative at Philadelphia and to the Shipping Board requesting immediate remedy in view of the recent Shipping Board cancellations of contracts. Mayor Hansen of Seattle supplemented the association's plea with an urgent message calling attention to the labor likely to be idle resulting from the discharging of thousands of soldiers in the near future.

Miles Standish has been appointed a State Harbor Commissioner by Governor William D. Stephens of California to succeed Arthur A. Arlett, whose resignation was accepted. John H. McCallum, who has been acting president of the Board during Arlett's prolonged illness, will head the Commission and will receive an increase of salary from $3000 to $5000 a year. Standish lives in Berkeley and was for many years engaged in the lumber business, with large timber holdings in Mendocino County. He is chairman of the Maritime Committee of the Chamber of Commerce and has taken active interest in the port of San Francisco for several years. He is well acquainted with harbor conditions, as his committee has devoted months to an investigation into the needs of the port.

With her pumps racing at top speed to reduce ten feet of water in her holds, which was shipped when she bucked a terrific gale off Honolulu, the naval collier "Saturn" was forced to return to port. The "Saturn's" top works were badly battered by seas which reared at least thirty feet into the air. She carried a crew of 200. The "Saturn" is the sister ship of the collier "Cyclops," which disappeared without a trace off South America last summer. The gale which forced the "Saturn's" return was believed to be part of the hurricane which swept Honolulu and the island of Oahu on December 3rd and 4th, causing damage estimated at between $250,000 and $500,000. Five hundred troops in the Hawaiian Department were ordered out to help clear the streets of storm wreckage. The velocity of the wind averaged from fifty to eighty miles.

The barkentine "James Tuft" arrived at San Francisco during the week from Sydney after a fast passage of sixty-two days with a cargo of 1200 tons of copra loaded at a rate highly profitable to the owners. The copra was consigned to Burns, Philip & Co. Captain Wikander told an interesting tale of how it is at times profitble to have a vessel leak when it enters the port of Sydney. There was just enough water in the hold of the vessel and enough additional coming in to prevail upon the authorities at the Commonwealth port to decide that it would be bad policy to load the craft on the return trip with wheat which might readily become spoiled. The leak was a well behaved one and there was little indication of moisture in the hold on the homebound voyage. Incidentally the rate on copra is better than on wheat, so there is no complaint being made.

Esteven Point lighthouse, which contains one of the most powerful lights on the British Columbia coast, was put out of commission on December 6 by the earthquake that rocked Victoria and Vancouver. The earthquake shook the mercury out of the lens table, making it impossible for the lens to revolve until new mercury can be supplied. The lens is made of glass and brass and weighs about a ton. It takes 343 pounds of mercury to float the gigantic glass. Sleepers at points along the west coast of Vancouver island were shaken from their beds by the same earthquake. F. N. Denison, superintendent of the Gonzales Observatory at Victoria, said the quake was the strongest ever recorded by the Gonzales seismograph. A maximum disturbance of one millimeter was registered. The center of the disturbance was estimated out in the Pacific 100 miles west of Victoria. Superintendent Denison said the earthquake was associated with similar disturbances recently reported in South America.

The U. S. Senate has adopted a resolution ordering a thorough investigation of charges that the entire wooden ship program has been a failure, involving a loss to the American people running high into the hundreds of millions of dollars. The investigation will be conducted by the Senate Commerce Committee. The committee called upon the Shipping Board to furnish a detailed statement showing: "1—The number of ships built by the Emergency Fleet Corporation, the yard where built and the kind and cost of each ship. 2—The number of ships launched, the number delivered, the number in service and what service and the terms thereof, including the kind of ship in each instance, and if there has been delay between launching and service, the reason therefor, with number and kind of ships involved. 3—What has been done and when and the details with reference to providing housing for such workers under the act passed with regard thereto." These questions will furnish the basis for the inquiry.

Two applications for new piers have been filed with the Harbor Commission at San Francisco by the Transoceanic Company and the Luckenbach Steamship Company. A. S. Hammond, Pacific Coast manager of the Luckenbach concern, has requested that Pier 41, now under construction, be assigned to his company by January 1. Hammond says his company will resume its former Pacific and Atlantic coast service of freighters as soon as the vessels requisitioned by the Government are released. The Transoceanic Company now shares pier 29 with the Mitsui Company and the China Mail Company. Both requests are being considered by the Harbor Board. In addition to these companies, it is known that the American-Hawaiian Steamship Company will also renew the service between this coast and the Atlantic as soon as its steamers are released by the Government. It is estimated that fully ten other concerns will apply for new or additional pier space, and it is probable that new piers will have to be built before the requests of all can be granted.

The entire kelp-harvesting industry along the Southern California coast probably will be abandoned within the near future, according to officials of the various operating companies. Potash, the main product of the seaweed, has been reduced from $400 to $75 a ton as a result of the ending of the war. Acetone, a by-product, which during the war sold as high as $15 a gallon, has been reduced to 75 cents a gallon. The practice of gathering kelp and using it for fertilizer purposes probably will be continued by independent concerns, but officials say it will be impossible to keep in commission a big kelp harvesting fleet and operate at a profit at the present low prices for potash, acetone and other by-products. In discharging all the employees of its San Diego kelp harvesting fleet the Hercules Powder Company gave each mariner a month's pay as a bonus for excellent service rendered. Captain A. A. Morris, former port superintendent of the Hercules Powder Company at San Diego, will resume his duties as a State harbor pilot for this port, beginning January 1.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

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(Continued on Page 11.)

The Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC

Established in 1887

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 11, 1918.

LABOR AND THE RED CROSS.

The Red Cross and labor organizations represent great conserving constructive social agencies. Both are part of the democratic machinery through which we are working, wholly with a view to future good. They have more than a national meaning; they are enlisted in the great service army, and to think of one without the other, is like the hand thinking it does not need the eye, the ear or the brain. In practical language, "they are of one piece." The work of the world waits on them, and they must have right of way.

Everywhere that man goes by land and sea—from furthest east to farthest west—from icy cold to the torrid clime, there the American Red Cross does its service work for humanity. This is as true of the merchant mariners as of the sailor of our Navy—as true of the civilian as of the soldier. Race and creed do not figure in Red Cross work; the Red Cross will be found wherever succor and help and sympathy are needed.

Long before the war began, the Navy and Red Cross worked together alleviating suffering in distant lands, devastated by cyclones, earthquakes and epidemics. When war began and we took an active hand, the Red Cross offered its services to the Navy, which promptly accepted the proffered aid. Surgeon-General Braisted of the Navy asked the Red Cross to act as recruiting agent for nurses, doctors and hospital attendants.

So the Red Cross took up this work. It organized eight naval base hospitals and units, with 250 beds in each and a personnel of 170, in which are included ten medical officers, one dental officer, forty nurses, twenty reserve nurses, and one hundred enlisted men. Another four such units are now in process of organization. In addition, the Red Cross organied thirty-five nurses' detachments, with an average of from ten to twenty-five nurses in each. The total number of nurses enrolled with the Red Cross for naval services is more than one thousand.

Then, too, the Red Cross converted three Pullman cars into mobile laboratories for use of the Navy Department. It furnished the steam yacht "Surf" for use as an ambulance ship.

The United States Navy has one of the finest hospital and sanitary organizations in the world. It could have taken care of its own sick and wounded, but realized that despite its perfect organization, governmental red tape might some day hinder and delay prompt action. For that reason it asked the co-operation of the Red Cross. The understanding now is that in an emergency, no matter what it may be, the Navy Department can call upon the Red Cross morning, noon and night, for supplies, doctors, nurses—for anything the Red Cross may have.

So far as the merchant marine is concerned, the Red Cross has done its service. On August 5 of this year there appeared in the New York World the following brief sentence:

> The American Red Cross is making the survivors comfortable and putting the patients on trains to be removed to hospitals.

This sentence appeared in the middle of a two-column cable from a "British Port," describing the torpedoing of the ambulance ship "Warilda," used by the British to transport wounded across the Channel.

On the receipt of news upon the sinking of the "Tuscania" with 2000 soldiers from America aboard, the Red Cross dispatched representatives to Ireland to care for the survivors among soldiers and crew. Necessities and comforts were shipped to a rest camp to which the survivors had been taken.

Then the Red Cross, anticipating further maritime disasters, established emergency depots throughout Ireland for the storage of supplies. Everything needed by shipwrecked men was made ready for any emergency.

To continue this service for our men on the seas and to do the vast service work on shore, among all peoples and in all climes, the Red Cross must have the active support of all Americans. With this end in view it will hold its second annual Christmas Roll Call during the week of December 16 to 23, when it is hoped there will be a unanimous response for the call to membership. Last year 22,000,000 adults and 8,000,000 children took the Nation-wide pledge to sustain the American Red Cross.

FILE YOUR CLAIMS!

Secretary of State Lansing has issued a notice inviting owners of ships and cargo to file with the State Department, within thirty days from December 1, 1918, information relative to losses sustained through activities of German submarines either before or after the United States entered the war.

According to the official records of the Bureau of Navigation, Department of Commerce, 145 American merchant vessels of 354,449 gross tons were lost due to acts of the enemy, from the beginning of the war in Europe, on August 3, 1914, to the armistice of November 11, 1918. The records show further that 775 lives were sacrificed with the loss of these vessels, as follows: Chargeable to submarine torpedoes, 703; killed by gunfire, 38; victims of drifting mines, 34. It has been impossible, to date, to ascertain the total number of seamen injured as a direct result of enemy acts, but the figure is known to be high. A great many of those killed and injured were members of the International Seamen's Union of America.

Having in mind this fact, Attorney Axtell, of New York, has written the JOURNAL urging that all seamen who have sustained serious injuries should file claims at once. Upon application to Mr. Axtell, or other attorneys practicing in admiralty law, proper forms for the filling out of claims will be forwarded, and everything will be done to see that their claims are properly filed with the Department of State. Dependent relatives of seamen who were lost as a result of German submarine activities should also take immediate steps to file their claims.

MANUFACTURED "NEWS."

When San Francisco waterfront reporters are short of real news they fall back on fourth-rate gossip. If gossip is scarce they sharpen their pencils, take another highball and proceed to manufacture a yarn that usually makes Jesse James look like a piker.

For example, the San Francisco Examiner of December 9 carried a thrilling front page story giving details of an "alleged" fight "to the finish" between two bloodthirsty sailors on the steamer "Nehalem."

The lurid headlines of this particular yarn read as follows: "Sailors fight with sticks of dynamite," "Officers and crew of explosive-laden steamer flee in boats as two men battle in hold," etc., etc.

A representative of the JOURNAL made numerous valiant attempts to find someone among the officers and crew of the "Nehalem" with some knowledge, direct or hearsay, of that hair-raising fight. But not a soul could be found to accept responsibility for such a crazy story. No one knew of it and no one had ever heard of it except the enterprising reporter who had to fill a certain amount of space in the Examiner to hold down his job.

The public, the patient, long-suffering public, must be entertained. And if in doing so a couple of "common" sailors are blackguarded and lied about, why, that does not matter. No wonder the average man ashore has curious notions about the "awful" sailors. He reads it "in the papers"!

MARINE INSURANCE.

That the marine insurance business is worth fighting for by private interests is fully demonstrated by U. S. Government statistics just published.

It appears that despite the Government's low marine insurance rate and the losses suffered through the submarine raids off the American coast, less than two-thirds of the premiums paid to the marine section of the U. S. War Risk Insurance Bureau have gone to pay losses.

This was shown by a report that between September 2, 1914, when the bureau was organized, and October 15, 1918, $1,846,497,000 insurance was written on ships and their cargoes, mainly those passing through the war zone, involving premium payments on 24,990 policies of $45,825,000, and that losses were $29,775,000. Profit to the Government was $16,050,000. All but $305,442,000 of the insurance has been written since the United States entered the war.

Insurance policies aggregating $187,398,000 have been written by the bureau on the lives of merchant seamen since June, 1917. Premium payments amounted to $783,000, losses $281,000, and profit to the Government $502,000.

The cost of administering the marine in-

surance for four years was $140,000, and the seamen's insurance $33,000.

Here, then, we have one branch of Government activity which costs the taxpayer not a cent, which, in fact, returns a handsome profit. So it is difficult to understand why this particular business should now be returned to private interests, unless, indeed, it is on the theory that the people have no legal or moral right to participate in any juicy melon-cutting. Prior to the war all such cuttings were exclusively reserved for a chosen few. And when the war is over these few will expect and demand a return of those inalienable rights which they voluntarily and temporarily relinquished only because they thought that pickings would be slim during the war.

GOOD POETRY.

A recent issue of "The Merchant Mariner," published weekly by the United States Shipping Board Recruiting Service, contains a splendid poem, voicing appreciation for the services rendered by the boys of the U. S. Merchant Marine. The poem appears under the caption "Not in Uniform" with the following introductory paragraph:

This poem was written by a recruit and forwarded to the "Merchant Mariner" by W. J. Grambs, Supervisor of Sea Training at Seattle.

So far, so good. But just to get the record straight here are the facts regarding the authorship of the aforesaid excellent poem. The poem was sent to the JOURNAL in June of this year by the author, a full-fledged A. B., and a member of the Eastern and Gulf Sailors' Association. It received a few finishing touches by the JOURNAL'S "poetical" editor and was first printed in the issue of the JOURNAL of July 17, 1918. The enterprising "student" who now claims credit for it probably went on the assumption that it is not very difficult "to fool some people all the time." But be that as it may, this anonymous "student" is a pretty good judge of first-class poetry.

From the commencement of the war in 1914 to the end of March, 1918, 9,247,599 kr. has been paid in settlement of claims for personal loss sustained by seamen under the Norwegian national war insurance scheme. Of this business, the greater part was done through the insurance companies who pay the amount of the policies into the national fund which distributes the benefits. Of the total of 9,247,599 kr., the State paid 2,833,333 kr., and the companies 6,049,265 kr. The remainder was made up by the following contributions, viz.: from the Norwegian Steamship Owners' Association, 150,000 kr.; from Great Britain, 10,000 kr.; and from Germany, 205,000 kr. Under this scheme the compensation in respect of each Norwegian seaman lost is 10,000 kr., and for each Swedish seaman, 5000 kr.

The disposition to indulge in personalities in the treatment of trade union affairs is a proof of that egotism that puts the individual above the mass. The egotist should remember that even if all the charges against the other fellow were true, it would make no difference in the end. The trade union, being grounded upon the necessities of the workers' existence, will pursue its way serene, indifferent, oblivious to individual perfection or frailty.

SURRENDER OF GERMAN FLEET.

A Word Picture of the "Great Surrender" Which Is Unique in History and Took Place "as Scheduled."

Writing from the Firth of Forth, Scotland, under date of November 21, the special correspondent of The Christian Science Monitor aboard H. M. S. "Benbow," First Battle squadron, has sent the following descriptive message:

Of the spectacle of the surrender of German battleships, battle-cruisers and destroyers to the Allied navies, unique in records of time and struggle, it is difficult to speak. On Wednesday night, the cruiser "Cardiff" had been sent out in advance to pick up the enemy and lead him in. She was followed in time by a whole fleet of destroyers, an enormous armada of themselves, and in the small hours of Thursday morning, the Grand Fleet left its mooring just below the Forth bridge, and, with the moon obscured by clouds but still in clear light and weather, steamed out toward the open sea. At first in these narrow and for the present highly dangerous waters, it kept in single line and then with ships so close together as to be within comfortable hailing distance, the number of them was yet so great that they made a marvelous chain of steel which stretched for nearly sixty miles.

Great black masses of machinery and guns rising like rocks from the water moved along with little noise. As the Firth broadened and there was more sea room, the column divided and ships formed themselves into two parallel lines six miles apart. The light cruiser squadrons headed each of these gigantic files and then came battle squadrons and other squadrons of lighter ships, the Australia leading the line of battleships on the port side and the Lion, scarred by the fight with the enemy she was going to meet in a new way of peace, on the other.

Battleships like the Revenge, Resolution, Inflexible, Royal Sovereign, Benbow and Iron Duke followed on one side, and battleships like the Tiger, Repulse, Renown, Princess Royal and Queen Elizabeth on the other, the last named being the flagship of Admiral Beatty. American vessels made a sixth battle squadron. Consisting of the New York, Florida, Wyoming, Texas and Arkansas, they were half way down the line on the starboard side and were appropriately accompanied by the French cruiser Amiral Aube. There were some 40 ships on each side, exclusive of destroyers, with various warship units steaming at fixed positions inside these formidable lines for signal repeating and other purposes. All went out into the North Sea like a gigantic receptacle of steel to receive and cage the rival navy that had challenged it and lost.

At about half-past 9 the Germans were sighted, being then some 50 miles east of May Island as arranged and following the sprightly Cardiff in a docile manner. Soon they steamed between the grand fleet's lines and at the proper moment all the ships of the latter altered their course by 16 points, turning about so as to accompany the Germans back toward the Firth of Forth, and to maintain the same relative order, but in a reversed direction. It was a sunny morning, the first for nearly a week, and the light gray hulls of the German ships glistened in the distance, while shafts of morning light seemed to focus at points on their sides and make them shine like bronze. The Seydlitz led the line, followed by the Moltke, Derfflinger, Hindenburg and Von der Tann, all battle cruisers and the last named a new vessel making her first extended voyage. Nine battleships followed with the flag of Admiral Meurer flying from the Friedrich der Grosse. One other ship of this class had had to be left behind, being unready for sea, while of eight light cruisers that had to follow, the Koeln, as Admiral Beatty was informed by wireless overnight, was leaking in all her condensers and needed assistance. Forty-nine destroyers followed, another one to make the 50 having struck a mine and sunk on the way across.

This was the overwhelmingly impressive and truly awful spectacle that was presented on this November morning when the fleets sailed back to the Forth. After a while the squadrons of the Grand Fleet closed in and divided each of their columns, making two lines on each side instead of one; and at this time, when the Germans were practically inclosed, the combined fleet of destroyers, comprising the 49 Germans and about four times the number of British destroyers, who were shepherding them, presented a sight that admirals and captains of the longest experience declared to be beyond anything they could have imagined and deeply impressive. Veritably the sea seemed swarming with these nimble craft. Two great airships came out and maneuvered over the fleet, and presently some British aeroplanes flew up from the decks of battleships and darted here and there, sometimes skimming close down to the decks of the German vessels.

For the sake of increasing the compactness the Grand Fleet maneuvered again once or twice, and by the middle of the afternoon this

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 9, 1918.
Regular weekly meeting came to order at 7 p. m., Frank Johnson presiding. Secretary reported shipping medium. R. H. Blackwood, Agent pro tem. at Honolulu, T. H., tendered his resignation, and Jack Edwardson was elected to fill the vacancy for the unexpired term.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Dec. 2, 1918.
No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Dec. 2, 1918.
Shipping poor.

W. G. MILLARD, Agent pro tem.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 2, 1918.
No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 2, 1918.
Shipping medium.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 2, 1918.
Shipping fair; few members around.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Dec. 2, 1918.
Shipping medium; prospects fair.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Dec. 2, 1918.
Shipping good; members scarce.

HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Nov. 25, 1918.
Shipping good; prospects fair.

JACK EDWARDSON, Agent pro tem.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 5, 1918.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet; plenty of members ashore. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Nov. 29, 1918.
Shipping good.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Nov. 27, 1918.
No meeting. Shipping fair; few members ashore.

HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66 W.

DIED.

Charles Dunkel, No. 937, a native of Germany, age 28. Died at San Francisco, Cal., Dec. 2, 1918.

Erwin Hertig, No. 2738, a native of California, age 19. Died at Shanghai, China, Oct. 24, 1918.

Rudolph Randa, No. 1083, a native of Finland, age 27. Died at Seattle, Wash., Dec. 1, 1918.

Search of outgoing vessels and passengers' baggage and the censorship of phonograph records and motion picture films marked for export has been discontinued at San Francisco by order of John O. Davis, Collector of Customs. The order has no effect on the customs regulations covering the search of incoming vessels and passengers' effects.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Two events of the first importance to American labor have marked this week in the national capital. The first is the wide circulation and discussion of "Labor's Fourteen Points," the platform of the new Independent Labor Party launched by the Chicago Federation of Labor, with the anticipated decision of professional politicians to try to divide the labor movement as soon as possible upon that issue. The second is the decision of President Wilson to include no representative of organized labor in his official peace delegation.

As an immediate result of the action taken by the Chicago Federation of Labor to organize a nation-wide political party upon the foundation of the labor movement itself, and in support of a modern platform of industrial democracy, the old policy of the American Federation of Labor as to political methods is thrown into the discard. Henceforth labor names its own candidates, from the bottom up, and labor loyalty is measured by the support given those candidates and the program of industrial democracy for which they stand.

As an immediate result of the failure of the White House to send even one labor spokesman to the official peace conference, the executive council of the A. F. of L. has issued its call for a world-wide labor conference in Paris at the same time as the peace conference, and has named President Gompers and Vice-Presidents Duncan, Alpine, Duffy and Green to represent the Federation there.

These two events are closely related. President Fitzpatrick and Secretary Nockels of the Chicago Federation of Labor have been working in the closest harmony with Frank P. Walsh and Victor Olander of the National War Labor Board. They have been responsible for a great deal of the success of the Board in dealing with hundreds of thousands of discontented workers during the critical period of the war. They deliberately announced to the country a political and economic and industrial program, contained in "Labor's Fourteen Points," that is in substance very much like the program "Labor and the New Social Order," issued by the British Labor Party as its own charter of new liberties. At the time that President Wilson was debating in his mind the naming of a labor man—presumably Samuel Gompers—to be one of the official peace delegation, the American labor movement was confronted with this Chicago program which called for entirely different methods than those used by Mr. Gompers. This was evidence that the Gompers doctrines, challenged by all of the powerful labor movements abroad, must defend itself at home, too.

Point 13 in the Chicago program reads: "Representation of the workers, in proportion to their numbers in the armies, navies and workshops of the world, at the peace conference and upon whatever international tribunals may result therefrom, with the labor of this nation represented by the President of the American Federation of Labor and such other delegates as the workers may democratically designate."

In other words, if the American labor movement is to be represented at the peace conference, let Samuel Gompers be one delegate and let others be elected by a referendum vote of all the membership of the unions in the A. F. of L.

But the President of the United States decided that he wanted only a few delegates, and none chosen by any class. He took men who had never been in the working class, and will never understand the workers—three lawyers, all of them men of wealth and born of wealthy families. They are honest, patriotic Americans, but the America they think of is the America we knew before the war—an America of millionaires and middle class and working class—rather than a future America of industrial democracy.

Guessing that something of this sort would happen, the Chicago Federation of Labor statesmanship wrote this as Point 14:

"Supplementing the League of Nations, and to make that instrument of international democracy vitally effective for humanity, a league of workers of all nations, pledged and organized to enforce the destruction of autocracy, militarism and economic imperialism throughout the world, and to bring about world-wide disarmament and open diplomacy, to the end that there shall be no more kings and no more wars."

That is the summons for an international of all the workers, to establish industrial democracy in place of commercial imperialism, under a Workers' League of Peoples.

Such a league will be organized when the delegates of the great labor movements of the world shall meet in Paris, during the peace conference. It will be a force more powerful than the Inter-Allied command under Marshal Foch, and more significant than any alliance ever made by kings. There is no chance of its failure, since the Inter-Allied Socialist and Labor Conference at London, at which Mr. Gompers was present some months ago, made the preliminary arrangements for it.

This Chicago program, then, points the way to a world-wide labor alliance as well as to city, State and national action by and for the workers. Its industrial planks are to be found outlined in the principles of the National War Labor Board, and its demands in the fields of national finance, public ownership, education, reconstruction and social insurance are most of them to be found not only in the program of the British Labor Party but in the decisions and speeches of Frank Walsh, the speeches of Frank Morrison, Secretary Wilson and Louis F. Post, and other sources fully endorsed by the labor movement of this country.

Democratic and Republican national campaign managers are trying to guess how far this "bolshevik stuff"—for every suggestion that is not reactionary these days is promptly branded bolshevik by the mentally and morally lazy—is going to be endorsed. They know that every national and international union, and every city and State central labor body has received a copy of the Chicago program. They know that in every one of the central labor bodies, if not in the headquarters of all of the national or international unions, there is someone who will draw up a resolution endorsing "Labor's Fourteen Points." But the question is, can't they organize an opposition within the labor movement that will break up this endorsement. "Divide and conquer," the ancient motto of kings, is their policy now. So the delegates in central labor councils or State Federation of Labor conventions who get up to ask for endorsement of this program must expect to have somebody jump up and call the Fitzpatrick-Nockels program "bolshevik" or worse.

Too much is at stake, for the old political crowd and for the class enemies of industrial democracy, to let the American labor movement demand proportional representation for labor in the government of the nation and the running of the industries.

An Independent Labor Party, with a program of rule by the actual majority!

Has the Chicago Federation of Labor asked for too much?

THE CONVERSION OF TAFT.

Smiles are scarce in war time, but here is one:

We once had a President by the name of Taft, a fine old Bourbon reactionary. He had a chance to pack the Supreme Court, and he fixed it for a generation so that no humanitarian ideas should be able to make a dent in its armor. Among the recent reactionary decisions of this court was one to the effect that no law could be passed forbidding a concern to require its employees to sign pledges not to join a labor union. But then came the war, and our fine old Bourbon ex-President fell into a panic over the labor situation, and attached himself to the coat-tails of a wild-eyed, howling radical by the name of Frank Walsh, and is now letting himself be towed all over the country, handing down decisions in favor of labor unions. They came to the plant of the Smith & Wesson Arms Company, whose managers were taking their stand on their right to exclude labor unions, as guaranteed by ex-President Taft's armor-plated Supreme Court. And ex-President Taft joined with Frank Walsh in forbidding them to do it! And when they persisted in doing it, ex-President Taft appealed to the President, who punished the Smith & Wesson Arms Company for standing upon its constitutional rights by taking over its plant, lock, stock and barrel!

It is bad enough to have to eat one's own words; how much worse to have to eat the decisions of one's own Supreme Court!—Upton Sinclair's Magazine.

FACTS ABOUT SUGAR.

The total sugar consumption in the United States for the fiscal year 1917-18 was 8,218,582,000 pounds. In Great Britain the total consumption for 1916 amounted to 3,131,198,000 pounds. In France for the same period it was 1,141,242,000 pounds; in Italy, 553,906,000 pounds; while in Canada for the year ending March 31, 1917, the total amount of sugar consumed was 704,400,000 pounds.

The wholesale cost of sugar per 100 pounds on May 1 was $8.07 in Canada, $12.59 in England, $12.28 in France, and $26.30 in Italy, as compared with $7.30 in this country. The average wholesale cost per 100 pounds in the allied countries was $12.52¼, so that if the United States had paid the same price for sugar as that paid by the allied countries our national sugar bill would have been increased by $429,419,864.50.

In Sweden sugar is now selling at 14 cents a pound, Spain at 19 cents, Brazil at 25 cents, Portugal at 21.4 cents, and India at 14 cents.

THE RED REVOLUTION.

Sir Eric Geddes, First Lord of the British Admiralty, declared it as his belief that the German fleet was ordered out for a naval Armageddon. It was certainly not very Prussian-like to let the war come to an end without throwing in that array of battleships which, next to the army, had been Germany's pride for a dozen years. But a navy does not consist merely of ships and guns. The human element refused its response. Inaction for four years, except for the desperate and hated adventures in U-boats, had brought the German sailors to understand their relation to their country. The mutiny of last year at Kiel, following the seeming triumph of socialistic republicanism in Russia, was the first omen. Then the strange spectacle of Prussian battleships flying the red flag was displayed to the world. Naval discipline is presumably the most effective and unbreakable of all. Reinforced by the Prussian grip, it might be expected to send sailors out grimly and unquestioningly to their destruction. A naval revolt is the surest sign that the fabric of militaristic control has been torn to shreds. Now, in every German city of industrial importance, the red flag is flying. Russia is indeed having her revenge. What the outcome will be be no man can tell. Continental Socialists are the master doctrinaires of the world. A new order is for them to be attained only by revolution, by a violent seizure of power. The usual conception of class war is supplemented by the bitterness that comes of political oppression. Nothing could be more futile and destructive at the present moment than the declaration of a general strike. But this is a part of the formula. The general strike has always been thought a necessary step to the revolution that would bring the transformation. Everything depends upon whether the educated masses have a capacity for self-control and concerted action that the Russians lack. It is to be hoped that they can hear the words of President Wilson: "The peoples who have just come out from under the yoke of arbitrary government and who are now coming at last into their freedom will never find the treasures of liberty they are in search of if they look for them by the light of the torch."—The Public.

TEXTBOOKS IN CITIZENSHIP.

Textbooks in citizenship for aliens, in which are included not only many important facts regarding the Government of the United States, but a great amount of information of value in the home and in business life, have been prepared by Raymond F. Crist, Deputy Commissioner of Naturalization, in the United States Department of Labor.

The schools of the Nation will be intrusted with the task of giving instruction in citizenship to the great numbers of foreign-born residents of this country, and the textbook prepared by Mr. Crist, with the aid of the teachers of citizenship classes, is designed to fit aliens to fill useful places in the life of the community and to fulfill loyally their duties to the land of their adoption.

The book, an attractive little work durably bound in a flexible cover, is arranged to serve not only as a textbook of government and an exposition of American ideals, but to assist in the education of the student in the English language. The first new lessons are prepared in a way to suggest to the teacher methods of drill for classes more or less deficient in knowledge of English.

The machinery, methods, and theory of government are then discussed; the Constitution and the Declaration of Independence are reprinted as the foundations of American liberties, and the various ways in which the Government touches the citizen in his daily life—through the postoffice and other agencies—are described fully. The Bureau of Naturalization makes no attempt to induce foreigners to become citizens, but it offers every facility in its power to those who are desirous of making America their home, and aims not only to instruct them in their rights, duties, and privileges under the American law, but also in American manners and customs, which may differ from practices in their native lands. A highly important development of this work has been the recent establishment of information bureaus for aliens, where foreigners may obtain without charge information on almost any conceivable subject.

The object of the Bureau of Naturalization in all its activities is to make the alien feel that America is friendly to him and that the Government seeks to aid him in his work and in his home life. The textbook is being prepared in large numbers for distribution among the foreign-born, but it does not become the property of the student until he has attained American citizenship.

UTAH'S TIMBER LANDS.

The vast timber supply of the Kaibab forest, estimated at 9,000,000,000 board feet, will be made available for Utah if plans formulated by Governor Bamberger for the construction of a railroad into the forest reserve are consummated. Governor Bamberger plans to take the matter up shortly with the United States Railroad Administration and enlist the aid of Director-General McAdoo in carrying out the project.

After traveling through the forest, Governor Bamberger has reached the conclusion that the estimate of 9,000,000,000 board feet of timber is conservative, and that the forest will produce even more. The Kaibab forest holds sufficient timber to supply the entire Southwestern territory, it is believed. It is one of the largest bodies of standing timber in the United States and is now inaccessible to market, the nearest railroad connection being 200 miles distant.

The construction of a railroad into the Baibab forest will serve a two-fold purpose. Not only will it open up the vast timber resources to Utah, but it will serve also in connection with the reclamation of 4,000,000 acres of virgin land in the Colorado River Basin and open vast acres to cultivation. The road into the Kaibab will be essential to the hauling of supplies and material to be used in connection with the reclamation project.

It is hardly possible that the Kaibab road will be constructed until after the war. Since it would take at least a year to complete the railroad, the timber to be obtained would not be accessible to shipyards as a war emergency measure.

Governor Bamberger will ask the Government shortly to reopen the old case of disputed territory, lying in Arizona, which Utah claims. He will ask that the part of Arizona north of the Grand Canyon, comprising Cooconino and Mohave counties, be given to Utah. The adjustment of the matter favorably to Utah probably will depend upon an act of Congress and the consent of Arizona.

HOLD YOUR LIBERTY BONDS.

Of the many millions of acres of public lands the title of which is in the Federal Government, the United States owns some 53,000,000 acres of coal lands.

To exchange a United States Liberty bond for stock in a coal company of doubtful value is not sound finance. Safety first is a good business motto for Liberty bond holders.

Out of a list of 505 secondary schools and colleges in the United States which put out German from their curricula, 400 introduced Spanish in its stead. In most of the high schools in the larger cities of the country Spanish stands on an equal footing with French. In the Boston high schools Spanish has been made compulsory.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER

(Continued from Page 3.)

munities described show a type of social life that, the report says, can "unfortunately be matched in many places."

In searching for social factors which make for the child's sound development, the investigation looked first to the district school with its honored tradition of useful service. The report shows how "pitifully inadequate" the tiny educational unit in the back country, with its isolation and slight equipment, usually is to meet modern demands.

More Employees Under U. S.

The United States Railroad Administration, through its board of wages and working conditions, will hereafter control wages, service and working conditions of express employees, according to information received by President Tobin of the Brotherhood of Teamsters, Chauffeurs and Helpers, and President Forrester of the Brotherhood of Railway Clerks. These trade union executives were notified that they must first take up grievances with officials of the express companies and they asked Director General of Railroads McAdoo to permit them to appeal direct to his board, rather than confer with the companies. The director general has agreed to this plan, and an order has been issued to this effect.

Messrs. Tobin and Forrester are now organizing these employees. The A. F. of L. acknowledges the jurisdiction of the two brotherhoods, which are confronted by numerous little company movements and fraternal associations, promoted and encouraged by express officials in an effort to check the growth of bona fide trade unionism.

Women on Cars Not Needed.

The Chamber of Commerce of Cleveland, Ohio, and other employing interests do not like the decision of Federal mediators that there is no occasion to employ women on street cars in this city. The decision sustains the men that there are sufficient male workers if the company would employ them and be less interested in destroying labor standards. The Chamber of Commerce refuses to be comforted, despite this statement by Secretary of Labor Wilson, answering a query why the mediators opposed women conductors:

"The agents visited the company's employment office and in one day fifty men and twenty-five women sought employment; thirteen men and twenty-three women were permitted to file application papers. Since January the Cleveland employment office has had 13,500 more applications for jobs than the requests for employees; 500 men applied daily the first three days of each week to the Cleveland employment office for jobs. The street car company has not applied for men to the employment service."

Pension Plan Would Pay.

In urging the United States Senate to pass his retirement bill for aged Government employees, Senator McKellar showed his colleagues that aside from the elemental justice involved, the plan would be a paying project for Uncle Sam.

"It is estimated," said the lawmaker, "that there are 7500 of these superannuated employees and that 4000 are absolutely useless to the Government. The proof before our committee showed that these are men and women who have been longest in service. It is estimated that 4000 of them are absolutely doing no service to the Government at all, and probably the salary of each one would amount to about $1,500. There are $6,000,000 that are being paid out toward these 4000 superannuated employees for which the Government gets no return at all, and there are 3500 left from which the Government gets only a partial return, and that will probably make nearly as great a saving as the amount the Government will ever have to pay out. In other words, the bill not only provides for the benefit of the employees, but it will benefit the Government by increased efficiency and in saving the large salaries now paid to superannuated employees."

Wage Reduction Plan "Too Hot to Handle."

William H. Barr has found that his wage reduction and long-hour plan is, to use a baseball term, "too hot to handle."

Mr. Barr is president of the National Founders' Association. At the opening session of the annual convention he orated at length on his method to meet foreign competition. He referred to wage reductions as "liquidating wages." It was the old, old scarecrow, which President Gompers quickly took a shot at. President Barr is now trying to let loose. And he's angry at the A. F. of L. executive, who is charged "with misinterpreting the spirit and intent" of his wage liquidation scheme.

Mr. Barr has now reached the explanation stage.

"Unquestionably," he says, "the manufacturer is more deeply concerned in working out the great common industrial problems than are those individuals and organizations whose principal efforts are confined to vituperation and reduction of output.

"If our manufacturers can maintain their industries and furnish employment to all classes of workers on an eight-hour basis the situation would be welcome. Otherwise, the result would be a common calamity, with the worker the chief sufferer." The same general principles applied to wages, he asserted.

A careful reading of the above statement shows that the iron founder has changed his tactics, but not his views.

It is whispered that certain far-sighted employers have voted Mr. Barr as eligible to the "mutt" class.

Keep Away From Agents.

In collecting claims under the War Risk Insurance Act dependents and beneficiaries of officers and men should keep away from agents and unauthorized lawyers is the warning issued by the War Department. The Bureau of War Risk Insurance of the Treasury Department arranges all such matters and settles all claims without charge. Outside agents who impose upon claimants are subject to severe punishment.

Any legal advice that a claimant believes is necessary can be secured through the co-operaton of the special committee for war service of the American Bar Association through the local legal Advisory Boards of each draft district.

SURRENDER OF GERMAN FLEET.

(Continued from Page 2.)

wonderful naval assembly had reached a point determined upon for anchorage.

A number of ships remained for guard, and the rest went farther up the Forth. With the day's great business accomplished, all the battleships of the Grand Fleet filed past the Queen Elizabeth and cheered the admiral. The latter a little later signaled this historic order: "The German flag will be hauled down at sunset today and will not be hoisted again without permission." Later he signaled: "It is my intention to hold a service of thanksgiving at 6 o'clock to-day for the victory which Almighty God has vouchsafed His Majesty's arms and every ship is recommended to do the same."

In the dark, British naval officers boarded the German ships for a preliminary inspection. They reported afterward that the German officers seemed intensely depressed, but were quite courteous, that the ships were not as clean as they might have been, and that there were signs of want of discipline aboard. On the other hand, all the conditions imposed by the Allies as to the unmanning of the vessels and their being brought in a defenseless state, appeared to have been scrupulously performed. In many cases the breech locks of the big guns had been removed and left behind at Wilheimshaven. It might here be noted that when the Grand Fleet steamed out to meet the Germans it was ready in every detail for instant action, if it had been necessary.

After further inspection has been made, the German ships will be taken north to Scapa Flow in the Orkneys for internment, and the crews will be sent home by transport.

PACIFIC MARINE ITEMS.

The steamer "Benito Juarez," which sailed from San Francisco for Manila via Honolulu, Nov. 22, foundered forty miles off Molokai channel, H. T., on Dec. 3, and seven of the crew were lost, according to the cable advices received from Lanai, Hawaiian Islands. Those lost were: Second Assistant Engineer Charles Byrne, native of Ireland, address unknown, and six Chinese members of the crew, names unknown. Only meager details of the disaster have been received from Captain O. F. Danzog, who made the coast of Lanai in a small boat. It is known that the vessel was lost during the same hurricane that ravaged a number of plantations and wrecked small fishing boats. The "Benito Juarez" was formerly a Mexican steamer, 364 deadweight tons and built in 1896 in England. She was purchased by Compania Naviera from Frank Lynch through Welch, Fairchild & Co. of San Francisco, and left this port with a Government cargo for Manila. The new owners had arranged to place the craft in the interisland service.

The University of California announces three extension courses for men who aim at the higher positions in either the United States Navy or the United States Merchant Marine. These courses are to be given in the San Francisco Ferry building. One course is entitled "Navigation and Nautical Astronomy" and is to be held every day in the week excepting Saturday and Sunday from 1 to 4 p. m. The second course will be held from 9 a. m. to noon on the same days and will cover seamanship, including rules of the road, laws of storms, international code of flags, signaling, and the like. The third course of value alike to business men and prospective merchant marine officers will be given by Dr. Leslie J. Ayer on the subject of "Business Law." These lectures will be given every Tuesday from 7 to 8 p. m. Applications should be made at once at the University Extension office, 599 Market street, San Francisco, Calif.

Musher & Co. of New York, the largest importers of olive oil in this country, plan the immediate construction of a $110,000 cannery and olive oil distributing plant on the San Diego water front. Announcement of this was made by John Buerkle, Pacific Coast manager of the New York firm. Buerkle declared that large glass-lined storage tanks will be erected. Ships laden with olive oil will be sent to San Diego direct from Marseilles, Genoa and Barcelona. The oil will then be distributed from that port to various points on the Pacific Coast. In addition to the olive oil storage plant Musher & Co will construct a modern cannery for the packing of tuna, sardines, yellowtail, lobsters and other sea food. The firm will also deal extensively in salted fish brought from the lower California coast. The firm has extensive olive oil storage depots at Marseilles, France, and at Tortosa, Spain.

Astoria harbor facility improvements that will entail an estimated expenditure of approximately $1,500,000 have been authorized by the Port of Astoria Commission. The projects include the construction of a concrete floating drydock of 15,000 tons capacity, and the erection of a third pier at the port dock.

AID FOR THE FOREIGN BORN.

Uncle Sam is now going to furnish information bureaus for his nephews and nieces.

Primarily, these bureaus will be for nephews and nieces by adoption, for they are intended as a part of the great scheme of Americanization now being worked out for the aliens living in America, to provide first-aid for immigrants in any of the thousand and one crises of life in a strange land.

It is unfortunately true that a feeling has prevailed among certain classes in the past that immigrants exist solely to be exploited and deceived. The ignorance of American customs so general among those in foreign quarters, their tendency to trust strangers and the readiness of sharpers to prey upon them, all combine to make their lot anything but pleasant until they have learned through long and costly experience.

In many stores of shady reputation it is the regular practice to overcharge the immigrant. Lawyers of the shyster class charge him exorbitant fees for little or no service, and "runners" exploit him wherever possible. Fly-by-night "bankers" open establishments in foreign quarters, where they offer to send remittances home to the families of men working here. Some of them never send anything back at all; large numbers charge from twice to ten times what the service would cost if the immigrant knew where to go.

Even in the event of sickness and death the immigrant is exploited, if he is so unfortunate as to find an unscrupulous physician or undertaker. It is too often the rule that native-born citizens pay little attention to the desires and needs of the immigrant, and the consequence is that he frequently becomes much disappointed with his career in America.

To remedy this whole situation is the aim of the Commissioner of Naturalization, whose bureau is a part of the Department of Labor. To show Americans their responsibility to the foreign born, and to show immigrants how they can become not only Americans in legal form but thoroughly imbued with the spirit of Americanism, is the aim of the information service planned for the various cities.

Posters, moving pictures, the press, in fact every avenue through which the immigrant can be approached, will be utilized to reach him. He will be taught, in his own language and in English alike, that the United States wants to help him; that he has only to make his wants known to be assured of aid.

The information offices will help immigrants in bringing their families to America, in recovering money of which they are robbed through fraud, and in other ways assisting to make life in America pleasant and profitable. Immigrants will be encouraged to ask questions whenever they are in doubt about their course or when emergencies arise.

Do not be deceived when a merchant tells you that goods bearing the union label cost more than those without. If this is true it is for the reason that the union manufacturer pays better wages to his union men than is paid to non-union men.

DRIFTING ON AN ICE-FLOE.

The most dramatic part of the work of the Arctic explorer, Stefansson, is now in progress, although Stefansson himself was unable to be with it because of the attack of typhoid and pneumonia which he suffered last winter. This new venture is the attempted voyage of five of his followers on a floating ice cake "over the top" of the earth from a point north of Alaska to the north Siberian coast, from which they expect to make their way next spring to the Siberian Railroad.

Stefansson's followers, who hope to ride an ice cake over the summit of the planet, expect to feed themselves on the seals they kill on the edges of their big natural barge of ice.

Mr. Stefansson told of the project recently as follows:

"Five men are still behind, engaged in the most dramatic and one of the most important adventures which has ever taken place in the Arctic. Nansen was the first man that ever thought about drifting across the Polar Basin. He went into the ice north of Siberia, near the New Siberia Islands, and drifted in a general northwesterly direction, then westerly and finally southwest, his ship coming out after three years in the vicinity of Spitzbergen.

"Another vessel had done a similar thing involuntarily more than a decade earlier. The 'Jeannette,' bearing an American expedition, commanded by Lieutenant De Long of the American Navy, froze into the ice north of the Bering Straits and drifted northwesterly until crushed after two years in the vicinity where Nansen deliberately put his vessel into the ice a few years later.

"In August, 1913, the 'Karluk' of the Canadian-Arctic expedition, also commenced an involuntarily drift. Frozen in the mouth of the MacKenzie River and twenty miles north of Alaska she drifted west and northwest until in January, 1914, she was crushed in the vicinity of where the "Jeannette" long before had entered the ice.

"If the course of these three vessels were plotted on the same chart they would make a continuous line," Mr. Stefansson continued. "In other words, the "Karluk," had she not been crushed, would have duplicated, first, the drift of the "Jeannette," and later the drift of the "Fram," eventually emerging after four or five years in the vicinity of Spitzbergen."

It is estimated that the Bureau of Biological Survey of the United States Department of Agriculture is saving annually over $5,000,000 worth of livestock for the ranchers of the Rocky Mountain section as a result of its intensive campaign against predatory animals, which has been in progress during the last three years. During this period 60,485 coyotes, 8085 bobcats, 1829 wolves, 201 mountain lions, and 137 bears have been trapped or shot, and many other animals have been poisoned. The income from the sale of pelts of animals killed by Government hunters to protect livestock during the last year will aggregate approximately $100,000.

Much of the asseveration that the unions should go into politics means merely that the members thereof, or certain of these, should go into office.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

John P. White, director of the Bureau of Labor of the United States Fuel Administration, has resigned. When this country entered the war Mr. White resigned the office of president of the United Mine Workers of America to accept the position he now retires from.

The 3000 organized flat janitors in Chicago have asked building owning associations to confer with them that wages may be increased the first of next year. Before the war these workers signed a contract that does not expire until January, 1919, and they have carried out that contract regardless of the increased cost of living

Mr. C. T. Clayton, director training and dilution service, Department of Labor, is getting in touch with trade and labor journals in order to extend the usefulness of his department. The purposes of this service are: To ascertain the methods used in various plants for training workers; to supply information on the subject to these plants and to promote such training wherever it is necessary or desirable, and to inspect the operation of such training and to cooperate with the U. S. employment service and other services of the Government.

A trade unionist placed in charge of a struck railroad is the experience of Val Fitzpatrick, representative of the Brotherhood of Railroad Trainmen. The Atlanta (Ga.) joint terminals, which handles the freight business of that city, was tied up because trainmen, switchmen, engineers and clerks suspended work as a protest against the petty tyrannies of the superintendent and his assistant. Fitzpatrick conferred with the terminal officials and it was agreed that the men return to work and he take charge of the joint terminals and operate same until a satisfactory adjustment could be reached.

A bill has been introduced in the United States Senate providing for a tax of 10 per cent. on the net profits of persons employing child labor within prohibited ages in addition to all other taxes. The theory of this legislation is indorsed by child labor opponents who have been studying methods to evade the decision of the United States Supreme Court when it invalidated the Federal Child Labor law last summer, that Congress can not bar child labor products from interstate commerce. The new legislation is based on the theory that the court will hold that Congress has the right to regulate this commerce.

While employers are talking about wage reductions the cost of living continues upward, according to the United States Bureau of Labor statistics. In a report just issued it is stated that August, 1918, retail prices for food increased 2 per cent. over the previous month, and prices for August, this year, advanced 15 per cent. over August, last year. For the five-year period, August 15, 1913, to August 15, 1918, food prices advanced 70 per cent. All the seventeen articles for which prices have been obtained for five years show increases of 52 per cent. and over. Four articles increased over 100 per cent., as follows: Corn meal, 127 per cent.; lard and flour, 106 per cent. each, and potatoes, 105 per cent.

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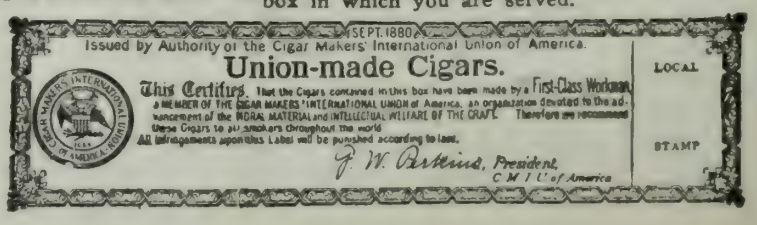

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INFORMATION WANTED.

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. **7-24-18**

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Home News

Government officials estimate that war losses of this country will approximate 100,000. This includes the men killed in action, wounded, died of disease, accidents and missing. It is believed that it will be several weeks before the complete list of casualties can be compiled.

The school lands of South Dakota that came under a law at the organization of the State prohibiting their sale for less than ten dollars per acre, have netted the school fund $17,767,000, which provides the State with an income of $6.73 for each child of school age.

The United Farmers of Ontario are undertaking to buy up all the cheese factories in the Province, and put the business on a scientific co-operative basis. The United Farmers Co-operative Company is reported to have done a large and profitable business, resulting in great saving to the farmers.

The unorganized territory in the State of Maine amounts to 15,000 square miles, or 47 per cent. of the total area. There are no local officials in this territory, which contains all manner of settlements from hunting lodges to summer hotels. Business is done with the State officers.

Dr. William C. Gorgas, who recently retired as Surgeon-General of the United States Army, will resume as director of yellow fever work for the Rockefeller Foundation the work which he temporarily relinquished when this country entered the war. He will sail shortly for South and Central America to direct operations there.

Representative Carter Glass of Virginia was nominated by President Wilson to be Secretary of the Treasury. Glass will go into office on December 16, under an agreement with Secretary McAdoo, whose resignation was accepted by the President to take effect upon the appointment and qualification of his successor.

General March, chief of staff, United States army, announces that the total casualities from all sources in the American expeditionary forces up to the signing of the armistice were 296,117, divided as follows: Killed and died of wounds, 36,154; died of disease, 14,811; died from other causes, 2,204; wounded, 179,625; prisoners, 2,163; missing, 1160.

A campaign for the election of General John J. Pershing, commander-in-chief of the American expeditionary forces in France, to the Presidency in 1920 was formally launched in Ohio by an application to the Secretary of State for the incorporation of the Pershing Republican League. Former United States Senator Charles Dick, Akron, and fourteen other prominent Republicans of Akron and Summit county are sponsors for the movement.

The United States Fuel Administration announces that since the signing of the armistice fuel regulations have been altered in only two cases. Warning is given that Government supervision of fuel will continue until the peace treaty is signed. A coal curtailment of 50 per cent. on the manufacture of building material, including brick, cement, lime and tile, has been removed to coincide with the program of the war industries board to lift the ban on building material industry.

BUY WAR SAVINGS STAMPS

Domestic and Naval

The offer of the United States Government to purchase the 720,000 gross tons of ships of the International Mercantile Marine Company that fly the British flag is understood to have been accepted by the company.

The National Shipbuilding Corporation, of New York, announces the receipt of contracts for ten 1500-ton self-propelling barges for the French Government. Construction of a six-way plant at Three Rivers, Quebec, also has been begun by the company.

The British steamship "Twilight" of 3100 tons gross, 1994 net, built at West Hartlepool in 1905 and owned by the Portloe Steamship Company (W. E. Hinde, manager), Cardiff, has been sold to Messrs. William Thomson & Co., Leith, for £85,000. She carries about 5160 tons deadweight and was sold in 1915 for £30,000.

Some of the auxiliary craft bought by the Navy for use in combating the submarine menace are to be turned over to the Department of Commerce. About a dozen of these craft will be used by the Coast and Geodetic Survey, the Lighthouse Bureau and the Bureau of Fisheries, and others will be transferred to the Coast Guard for duty as cutters.

The following contracts are reported to have been placed by the Emergency Fleet Corporation: Elliot Bay Shipbuilding Company, Seattle, five 3500-ton barges; Johnson Shipyards Corporation, Marine Harbor, New York, six 2500-ton barges; Northwestern Shipyards, Green Bay, Wis., twenty-one seagoing tugs, delivery on or before October 1, 1919; cost about $4,400,000; Langell Bros., St. Clair, New York, four seagoing tugs and three barges.

Suit against the United States Government for $4,154,500 has been brought by Luckenbach Steamship Company, incorporated, of New York, on account of seventeen steam tugs and barges appraised at $1,500,000 and taken over for war purposes under the Shipping Act of June 15, 1917. The sum claimed represents the difference between 75 per cent. of appraised value, paid to plaintiff under the provisions of the act, and the sum of $5,279,500, which plaintiff claims to have been the market value of the vessels when they were taken over in the fall of 1917.

Because of the lack of sufficient shipping to handle the petroleum from the Tampico and Tuxpam districts, the managers of several of the Mexican oil companies are negotiating with the Constitutionalists Railways of Mexico with the object of engaging on a large scale in the exportation of oil by rail to the United States by way of Monterey and Laredo, to which points there is direct rail connection with the oil fields. In case satisfactory arrangements can be made, the necessary tank cars will be obtained in the United States. At present the available shipping does not suffice to handle one-tenth of the present potential supply from producing wells, while new ones are being continually brought in which add greatly to the total amount awaiting shipping facilities.

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Aas, Fritjofe H.
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Abrahamson, A.
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Kaasik, August E.
Kammus, J.
Kihlstrom, Dom
Koch, Carl
Korsberg, A. W.
Kristiansen, Henry A.
Krooger, W. O.
Larsoe, James P.
Larsen, Gustave
Larsen, Herman
Larson, John M.
Larsen, Louis
Larsen, Olaf
Lasdin, Herman
Lax, Ernest H.
Lehtinen, Ernest H.
Lendberg, Chas.
Lindquist, Gideon
Lokken, Olai K.
Loine, Frank L.
Ludwig, Nils H.
Lundstrom, E. W.
Magnussen, H. R.
Maki, Matt
Makla, Anden
Mannila, O. A.
Maripu, John
Miles, Chas.
Miller, Alb.
Mittemeyr, John F.
Nail, E.
Navano, C.
Nielson, Hans
Nilsen, N.
Nilsson, Nils H.
Norton, Carl E.
Odvall, E. W.
Olsen, G. E.
Olsen, Nicolai
Olsen, Otto C.
Olsen, C. L.
Olsen, Cialo
Olsen, Angar M.
Olsen, Ragnar
Olson, Knut
Osman, John
Osterburg, Carl
Ostergard, Frank
Pederson, C. E.
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Perselli, G. P.
Persson, Edw.
Peterson, Conrad
Peterson, Nic.
Peterson, Oscar
Pettersen, Einar E.
Porter, Hendr.
Rantanen, Eino
Rasmussen, C. P.
Rasmussen, R. H.
Rasmussen, L. A.
Reiersgord, H.
Riddell, A. M.
Rudd, Berger
Rutt, Fred
Roed, Hjalmar
Roffer, Jack
Salli, R.
Salva, F.
Sandstrom, I.
Schippman, H. C.
Serinen, John A.
Sige, Herman
Singi, M.
Skaug, H. J.
Soderquist, O. C.
Thompson, Chas.
Tomichoff, T.
Trautman, O.
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Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

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INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

News from Abroad

The British Government, according to press dispatches, has agreed to turn over to the French Government about 400,000 tons of new tonnage within the next few months.

Official announcement made in London placed the total losses in merchant tonnage by enemy action and marine risk from the beginning of the war to the end of October, 1918, at 15,053,786 gross tons.

A treaty between Great Britain and Peru, concluded at Lima creating a permanent commission for the adjustment of differences that may arise between the two countries, was announced to the House of Commons by Lord Robert Cecil on October 23.

British merchant tonnage losses were 9,031,828 gross tons from the beginning of the war to October 31, 1918, according to an official statement just issued. New construction in the United Kingdom in the same period was 4,342,296; purchases abroad were 530,000 tons and enemy tonnage captured was 716,520. The net loss was 3,443,012 tons.

The government of the Loire Department, France, has appropriated 600,000 francs to be used to encourage agricultural enterprises and the repopulation of the farming districts. To encourage large families a part of the loan of 2000 francs will be cancelled for each child born after the farmer has taken possession of his allotment.

Speaking on the League of Nations, ex-Prime Minister Asquith said of the small nations that they "had still to confront the perils of infancy and early manhood," and that their growth must be guarded without in any way fettering their independence and free self-development. This, he thought, would be one of the most important duties of the League of Nations.

It is officially announced that during the war the forces of Great Britain actually lost nearly 1,000,000 men killed or dead through various causes. Recently it was stated that the British losses totaled 658,704, but this number did not take into consideration men who were reported missing, who actually lost their lives, but of whom there is no trace, nor did it account for men who died at the front from sickness.

Russia is in dire need of tools and implements, says R. C. Martens, a business man who has had large experience in that country. The people need tools with which to repair what implements they have; and in the spring they will need plows and other farm machinery, for which they will be glad to exchange hides, flax, bristles, furs and other native commodities. The people are not in need of charity, he says, but of business direction to bring order out of chaos.

Germany has now surrendered to the Allies and the United States to be held during the armistice the territory west of the Rhine, embracing 19,121 square miles and a population of 11,261,099, including 70 per cent. of the nation's mining products and 25 per cent. of its manufacturing industry. Alsace-Lorraine furnished 42,000,000 tons of the 49,000,000 tons of iron used by Germany a year. Without this territory, according to the iron masters of Dusseldorf, Germany could not have conducted the war three months.

BUY WAR SAVINGS STAMPS

With the Wits

"Doesn't peeling onions make you weep?" "No, but paying 20 cents a pound for 'em does."—Boston Transcript.

Nipp—That girl has a waist like a wasp. Tuck—Yes, and it takes a lot of experience to fool with it without getting stung.—Town Topics.

"I'm sorry I ever asked for his political views." "Why?" "I used to think well of him before I found that his opinions didn't agree with mine."—Detroit Free Press.

"Is the medicine you have for your rheumatism used internally or externally?" "Eternally, I guess. I've used nine bottles and it hasn't helped me yet."—Boston Transcript.

"Your money or your life," said the highwayman. "Mister," said the facetious victim, "you've got the wrong slogan. What you ought to say is 'work or fight.'"—Detroit Free Press.

"I understand that the young man in the house next to you is a finished cornetist." "Gee! Is he? I was just screwing up my courage to finish him myself. Who did it?"—Houston Post.

"Madam, I see you advertise table board." "I do." "But why specify table board? What other kind of board is there?" "Stable board. You ain't the first jackass that has been along."—Kansas City Journal.

"Could you let me have a dime?" asked the beggar. "I suppose," sneered the man, "you have a wife and ten children at home?" "No, mister," replied the beggar, "I am trying to raise money to pay the installment on my Liberty Bond."—Detroit Free Press.

"Got any sawdust biscuit?" asked the man in the Third Street grab lunch. "Sure," replied the waitress, who in reality was an heiress. "Well, gimme some of them, a couple of artificial eggs, a stack of straw cakes, a cup of chicory, and a side order of chemical potatoes. And I'll have some burlap pie. We've got to end this war somehow."—Milwaukee Free Press.

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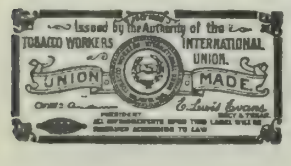

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 15. SAN FRANCISCO, WEDNESDAY, DECEMBER 18, 1918. Whole No. 2517.

RECONSTRUCTION AND THE PEOPLE.

The Need for Public Information Upon After-War Problems.

Why should not America follow the example of the English Reconstruction Ministry in Inaugurating Open Forum Education Among the People. This is a pertinent and timely question propounded by Mr. Carl Beck, Secretary of the Reconstruction Conference Committee, National Popular Government League, Washington, D. C.

Mr. Beck's own affirmative argument, which is published herewith, is an able plea for a translation of the spirit which was born out of self-sacrifice and travail of war, into a practical humanitarianism. It is a plea for a better world and an appeal for individual participation toward that end.

America has shared her wealth and has given the lives of her sons, along with the infinitely greater sacrifices of brother-peoples abroad, in order that the lives of these people might be made better and freer and more secure for self-development.

It is unthinkable that those who return from abroad glorified by the accomplishments of triumphant democracy shall find their home land less benefited, for example, than that of their English comrades by whose side they fought and sacrificed.

In our home land of America conditions must be made better, "free institutions" must be made to serve as they never served before those who by brain or by brawn toil and produce.

Work of British Reconstruction Ministry

The British Government is doing one thing so significant that it cannot fail to convince our returning soldiers that the Government itself is setting the example of how to get the people to think about conditions so that they themselves can come to intelligent, definite conclusions as to what kind of reconstruction they want.

We are indebted to Winston Churchill for a graphic picture of the English method. It ought to be widely known among the rank and file of the American public. In his latest book, "A Traveller in War Time," Churchill gives a glimpse of the British Reconstruction Ministry at work among the people.

From "A Traveller in War Time."

"'A lecturer is coming down from London to talk to the wounded in the amusement hall of the hospital,' our hostess informed us. 'And you both must come and speak, too.' The lecturer has not arrived. But the lady of the manor seated herself at the speaker's table, singling out Scotch wits in the audience, for whom she was more than a match, while the sculptor and I looked on and grinned.

"When at last the lecturer came, he sat down informally on the table with one foot hanging in the air and grinned too, at the bantering but complimentary introduction. It was then that I discovered for the first time that he was one of the best educational experts in that interesting branch of the British Government, the Department of Reconstruction, whose business it is to teach the convalescents the elements of social and political science.

"This was not to be a lecture, he told them, but a debate in which every man must take part. And his first startling question was this: 'Why should Mr. Lloyd George, instead of getting five thousand pounds a year for his services as Prime Minister, receive any more than a common laborer?'

"The question was a poser. The speaker folded his hands and beamed down at them. 'Now we mustn't be afraid of him just because he seems to be intelligent,' declared the hostess. This sally was greeted with spasmodic laughter. The prolonged silence did not seem in the least painful to the lecturer, who thrust his hands into his pocket and continued to beam. He had learned how to wait, and at last his patience was rewarded. A middle-aged soldier, with a very serious manner, arose hesitatingly, with encouraging noises from his comrades.

"'It's not Mr. Lloyd George I'm worrying about, sir,' he said, 'all I wants is enough for the missus and me. I had trouble to get that before the war.' Cries of 'Hear, Hear!'

"'Why did you have trouble?' inquired the lecturer, mildly.

"'The wages was too low.'

"'And why were the wages too low?'

"'You've got me there. I hadn't thought.'

"'But isn't it your business as a voter to think?' asked the lecturer. 'That's why the Government is sending me here, to start you thinking, to remind you that it is you soldiers who will have to take charge of this country and run it after the war is over. And you won't be able to do that unless you think and think straight.'

"'We've never been taught to think,' was the illuminating reply.

"'And if we do think, we've never been educated to express ourselves, same as you!' shouted another man.

"'I'm here to help you educate yourselves,' said the lecturer. 'But first let's hear any ideas you may have on the question I asked you.' There turned out to be plenty of ideas after all.

"As we walked homeward through the fog," continues Winston Churchill, "I talked to him of Professor Dewey's work and its results, while he explained to me the methods of the Reconstruction Department. 'Out of every audience like that we get a group and form a class,' he said. 'We have a great many classes already started, and we see to it that they are provided with text books and teachers.' 'Oh, it's not propaganda,' he added in answer to my inquiry. 'All we do is to give them facts in such a way as to make them able to draw their own conclusions and join any political party they choose, just so they join one intelligently.'"

Could there be a more thrilling illustration of the Forum and Reconstruction? of making a "free institution" serve toward bettering the life and conditions of the soldiers of the battlefield and of industry? England is making the education of adults the cornerstone of reconstruction. It is in recognition of the fact that such education is a preparation for intelligent citizenship. In the last analysis, the stability of reconstrutcion work in any country rests first on the understanding and then on the satisfaction of the great majority of citizens who will ultimately cast their vote, in approval or disapproval of any reconstruction program.

President Wilson, in "The New Freedom"

Let me quote something very pertinent here, from "The New Freedom," written by a man who has made himself the exponent of democratic thought the world over:

"One of the valuable lessons of my life," says Woodrow Wilson, "was due to the fact that at a comparatively early age in my experience as a public speaker I had the privilege of speaking in Cooper Union in New York. The audience in Cooper Union is made up of every kind of man and woman, from the poor devil who simply comes in to keep warm up to the man who has come in to take a serious part in the discussion of the evening. I want to tell you this, that in the questions that are asked there after the speech is over, the most penetrating questions that I have ever had addressed to me came from some of the men who were the least well dressed in the audience, came from the plain fellows, came from the fellows whose muscle is daily up against the whole struggle of life. They asked questions that went to the heart of the business and put me on my mettle to answer them. I felt as if those questions came as a voice out of life itself, not a voice out of any school less severe than the school of experience." President Wilson here illustrates a process of democracy in crystallizing public opinion for which the Government should have grave concern.

Government by Public Opinion

Apparently the British Reconstruction Ministry proceeds on the theory that democracy is government by public opinion. It does not organize classes of preachers of the pulpit, editorial writers, pleaders before the bar, nor of school masters, who in the past have reigned pre-eminently as the educated class whose power to express themselves has made their opinion count. Instead, the British Reconstruction Ministry send those who can produce the facts before a forum of citizens not so able in rhetoric, but very capable of arriving at an opinion on the thoughts and facts presented to them. That is crystallizing public opinion at the source. That is helping an intelligent expression of real public opinion on the basis of fact rather than as a consequence of prejudice. It is an admirable example of the impartial, scientific methods which govern-

ments may employ to great advantage without danger of political abuse. It is an application of the democracy for which the world has been made safe. It is, apparently, the basic process of reconstruction in England.

What is America's Reconstruction Basis?

We may well ask today what will be the basic Reconstruction program. Because England, France and Italy have their programs, it is not therefore to America's discredit that she has not yet formed hers. Our Country, the last to enter the war, concentrated on winning the war as the first step. Before preparations for winning the war were at an end, an early victory brought with it the need of reconstruction. This country will meet the problems of reconstruction as they come with the same energy and resourcefulness as she met the problems of the war. And as a part of that resourcefulness it is for American forums in assembly to help America educate herself for the task.

It is hoped that for this historic period there will be, to quote a recent editorial in the Washington Post, "clear-visioned and unselfish statesmanship" that will "be clean and strong and tall enough to look out above the fogs of party politics." With the editorial columns of ninety per cent. of the daily press taking a partisan position in politics; with such a malicious scramble for control of the Reconstruction Congress as we have just witnessed this fall; with the exhibition we are having today in Congress of an attempt to keep our President, the recognized leader of world democracy, from having any vital part in American reconstruction while he is actually at the same time the inspiration of world reconstruction—with all these circumstances, the hope of constructive statesmanship dwindles unless the people come to the rescue with an educational demand.

The demand should be this: Let our representatives in Congress digest reports and pass legislation; let the experts collect their data and report their results; let newspaper editorials exhort and criticise according to their political slant. But with all this overhead, let there be at the foundation of citizenship in every American community, an educational process on reconstruction encouraged by the government, among the people themselves. Let the Federal Government inaugurate a system of public information concerning reconstruction problems that would be impartial and scientific. If it was a sound principle for the government to supply facts through films, photographs, speakers and literature in order that there should be an intelligent public opinion concerning the war, is it not also sound that the Federal Government should move as quickly to start the people "thinking and thinking straight" on the facts of reconstruction?

If I know the three-hundred-odd forums that assemble in churches, theatres and school houses, and the scores of local labor assemblies, farmers' gatherings and commercial meetings, they would welcome co-operation and encouragement from the Government to take up reconstruction problems.

Upon whom should the thinking citizen and the home-coming soldier depend for impartial, scientific information concerning the Government operation of railroads, telephone and telegraph, express, and shipping, for instance? Of whom will he ask questions on points that are not made clear, or that are omitted entirely? Newspapers print Congressional debates and statements in part and occasionally in whole as news, but they have little time or space for questions and expressions from readers. Community and organization forums take time.

Speaking of the American people in his foreword to the book entitled "American Problems of Reconstruction," the Secretary of the Interior, Franklin K. Lane, says: "This, though, is true, that their judgment must be respected, and respected in time, if things are not to go further than they would wish themselves. And this lesson conservatives must learn: The sovereign citizen is here!"

Unless we follow the English example of getting before the citizens assembled, with reconstruction facts and programs, America will invite this danger: Reconstruction will be a program of "politicians" and not of the people. If we do follow the English example of reconstruction open forums, there will be an intelligent, understanding citizenship that will demand statesmanship instead of partisan politics, and which will support and inspire leaders broad and big enough to meet the demands of the times.

The right of workers to organize in trade unions and to bargain collectively through chosen representatives is recognized and affirmed. This right shall not be denied, abridged or interfered with by the employers in any manner whatsoever.

Employers should not discharge workers for membership in trade unions, nor for legitimate trade union activities.—Principles and Policies of the National War Labor Board.

MANLY SUCCEEDS WALSH.

The National War Labor Board authorizes the following statement:

President Wilson has accepted the resignation of Frank P. Walsh, joint chairman of the National War Labor Board, and has appointed Basil M. Manly as Mr. Walsh's successor. Announcement of the action was made by Mr. Walsh at the meeting of the board today. Mr. Manly has been assistant to the joint chairmen, Mr. Taft and Mr. Walsh.

While the appointment was made by the President, as was the appointment of the other members of the board, Mr. Manly, like Mr. Walsh, was chosen for the place by unanimous vote of the representatives of labor on the War Labor Board. Five members of the board represent and were chosen by employers; five represent labor; and the chairmen, representing the public, are selected, one by labor and one by the employers.

William Harmon Black, Mr. Walsh's alternate on the board, resigned with Mr. Walsh. Mr. Manly, upon being appointed to Mr. Walsh's office, named Mr. Black as his alternate.

Mr. Walsh, while retaining his citizenship at Kansas City, Mo., will practice law in New York.

* * *

Mr. Manly has devoted his time to national, industrial and economic problems since 1908. A graduate of Washington and Lee University, he was later a fellow at the University of Chicago, becoming a special agent for the Bureau of Labor Statistics (Department of Labor) in 1908. During his tenure of this office, from 1908 to 1913, he directed an investigation and wrote the four-volume report entitled "The Iron and Steel Industry," which was the first complete survey of an American industry. After the report was completed Congress appropriated $50,000 for its publication.

Mr. Manly, in 1913, was in charge of an investigation for the bureau of anthracite coal prices, which stated that the coal operators had increased prices for the year 1912 $13,000,000 above the wage increases awarded to the miners that year. Mr. Manly was economic adviser to the arbitration board that fixed wages in the cloak and suit industry in New York in 1913. He was director of research and investigation for the United States Industrial Relations Commission, and in 1915 wrote what is known as the "Manly report" on the work of the commission, 250,000 copies of which were published.

* * *

Following is the letter from the President to Mr. Walsh:

The White House,
Washington, November 27, 1918.

My Dear Mr. Walsh:

It is with real regret that, after carefully considering your letter of November 19th, tendering your resignation as joint chairman of the National War Labor Board, I am compelled, in justice to the cogent and almost imperative professional reasons you give for this step, to consent to your retirement at this time from the high position whose duties you have administered with such judgment, tact and robust integrity. For the services you have thus rendered, I thank you not only on my part but on behalf of the country.

Your personal expressions of goodwill towards me are reciprocated in the fullest measure, and I think I need not assure you, my dear Mr. Walsh, that you will carry with you into private life and into the practice of your profession my best wishes for the success you deserve for the high character you have always consistently maintained.

Cordially and sincerely yours,
(Signed) Woodrow Wilson.

Hon. Frank P. Walsh, Joint Chairman, National War Labor Board, Washington, D. C.

* * *

Following is the letter from the Secretary of Labor to Mr. Walsh:

The Secretary of Labor,
Washington, November 27, 1918.

My Dear Mr. Walsh:

It is with the sense of great personal loss, not only to myself, but to the department, that I have transmitted to the President of the United States your letter of November 19th, tendering your resignation as joint chairman of the National War Labor Board. I have the honor to enclose to you herewith the President's answer to your letter, and to designate the close of business on December 3, 1918, as the date upon which the resignation shall take effect.

Knowing the sacrifices you have made to accept the important responsibilities which the Department of Labor requested you to assume, I recognize the fact that the Government has been fortunate in having your services so long, no matter how grateful I may be that your personal and professional necessities now require that attention which up to the moment you have so unselfishly given to the benefit of the country in the crisis of the war. The services you have rendered have been of incalculable value not only in themselves but in the high standards they have set in the conscientious discharge of vast and delicate responsibilities.

While expressing to you the official thanks of the department, I avail myself of this occasion to assure you that you take with you my personal best wishes for your happiness and good fortune both now and through all your future years.

Cordially and faithfully yours,
(Signed) W. B. Wilson,
Secretary of Labor.

The Hon. Frank P. Walsh, Joint Chairman, National War Labor Board, Washington, D. C.

WHEN THE GERMANS LEFT.

With all their looting and their pillaging, the Germans have had to leave a wealth of steel in their retreat from France. This steel is buried in the grain fields and the woodlands over which the warring nations have been fighting. It is the steel from countless shells, and its value is high in the millions of marks. Some day it will be salvaged by the people of France, though serving as meager compensation to those whose fields have been damaged. These artificial mines will no doubt be worked for years, and the wasted German steel turned into the tools of peaceful French farmers.

"What a narrow street that is!" said the visitor being shown about the suburban town by a citizen. "Yes; it's narrow," replied the citizen. "And in wretched condition. See the holes in the pavement?" "Yes; it looks bad." "And dirty everywhere. What is the name of that street?" "That's Grand street."

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

President in Doubt on Future R. R. Plan.

In announcing his proposed visit to Europe at a joint meeting of the Senate and House, President Wilson, discussing the question of what to do with railroads now under Government control, said:

"I have no confident judgment of my own," and "I frankly turn to you for counsel upon it."

The President expressed a hope "for the formal conclusion of the war by treaty by the time spring has come." As the law permits Government railroad control for 21 months after the peace proclamation is issued, this would mean that the Government must release the roads not later than the early months of 1921.

At the present time, the President stated, the railroad administration has plans for the full equipment of the railroads. Under the law these plans must be indorsed by the board of directors of the various properties. Some of the boards have given their consent and others have not. With the war over, the situation has become complicated and the President gives notice—in diplomatic terms—that if there is no agitation by the public for continued Government control or for Government ownership or regulation, which will result in possible congressional action, that he will return the roads to their owners, even before the time designated by law.

The President said:

"The only thing that is perfectly clear to me is that it is not fair either to the public or to the owners of the railroads to leave the question unanswered, and that it will presently become my duty to relinquish control of the roads, even before the expiration of the statutory period, unless there should appear some clear prospect in the meantime of a legislative solution. Their release would at least produce one element of a solution, namely, certainty and a quick stimulation of private initiative."

While the President did not express an opinion on future railroad policies, he did insist that the "old conditions unmodified" under which railroads were operated have lost their usefulness.

Oppose Wage Reductions.

In defeating autocracy, labor will not accept wage reductions as its reward, declared Frank J. Hayes, president of the United Mine Workers, in discussing the suggestion that wages must be cut.

"Wages have gone up during the war," he said, "but they have not advanced proportionately to the increased cost of living. All authorities agree that there is no likelihood of prices declining for at least a year. But despite this prophecy, councils of employers are now devising programs to batter down wages. It is this scheming that organized labor must combat. We cannot parley, linger, wait. Our forces must be up and doing, not only to thwart attempted reduction but to win additional gains to meet living costs which present-day wages are so inadequate to cope with.

"We have talked billions during the war, and as a result commercial leaders who used to think in millions are now planning billion-dollar enterprises. Corners for domestic trade, corners for foreign trade, are the dreams of leaders of proposed gigantic combines to realize their ambitions. And, of course, these leaders point with assurance to their ability to decrease wages to price their production beyond competition.

"Labor must accept no reductions. Having patriotically mined the coal, manufactured the munitions, built the ships and offered their sons, that made possible the defeat of autocracy, labor will not accept as its reward a reduction in wages."

When War Laws Will Expire.

Legislation passed to perfect this country's war machine will expire on the following dates:

Control of railroads—Twenty-one months after the war (proclamation of peace).

Control of telegraph and telephone lines—During the war.

Food and fuel control—End of the war.

Espionage act—End of the war.

Housing construction—End of the war, except for shipbuilders.

Labor employment—During the emergency.

Reorganization of Government bureaus under the Overman law—Six months after the war.

Government operation of ships—Five years after the war.

Aircraft Board—Six months after the war.

War Trade Board and export control—End of the war.

War Finance Corporation—Six months after the war, with further time for liquidating.

Capital Issues Committee—Six months after the war.

Alien property custodian—End of the war, with extension of time for certain duties.

Agricultural stimulation—End of present emergency.

Timber Workers Warned.

Secretary-Treasurer Norland of the International Union of Timber Workers warns these workers that an attempt will be made to establish long hours and low wages in the Northwest as soon as Government restrictions are removed.

To justify this belief the trade unionist points to the attitude of employers during the past year when the Government needed a maximum production of timber.

"They have actually ignored," says Norland, "the Government's interest and welfare during the critical war period and did so to such an extent that the Government has been forced to compel a majority of them to a reasonable position.

"So we cannot expect a people who are so autocratic and selfish, who would actually sacrifice our very Government to promote their own selfish interests, to do other than force their employers down to the lowest standard. So I warn our members of the Northwest to do all they can towards strengthening their organization;

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, **Durban, Natal.**

World's Workers

A few weeks ago King George amply demonstrated that kings could earn their livings if they cared to do so, says the Maoriland, N. Z., Worker. When passing through the Army Clothing Factory, His Majesty was invited to try his hand at cutting out some flannel shirts. He accepted the invitation, got hold of the electric cutter just like an ordinary mortal, and in a few seconds, lo and behold! a pile of flannel fifty thicknesses deep, cut out true to pattern. The fact that the machine could not possibly go wrong or the flannel be cut out any other way than true to pattern does not detract from the kingly triumph one iota. Alone he did it. History can henceforth record that a king has done a useful act. Incidentally, also, King George solved a problem which must have worried some of the odd dozen or so ex-monarchs in Europe—that of how to earn an honest crust. The question of what to do with unemployed royalty need cause no anxiety now, not so long as there are shirts to be made.

A manifesto issued by the British National Alliance of Employers and Employed calls upon the Government to summon "a thoroughly representative round-table conference" to consider the labor situation and frame a national policy for the prevention of strikes. "It is difficult," the manifesto declares, "to discover that Governmental departments are paying sufficient regard to the experience of the past four years. It is still more difficult to discover that the Government has any co-ordinated industrial policy capable of meeting events as they occur now." What is needed is a policy "not of drift but of prevention; one that shall be capable of direct and effective application before strikes occur, that will meet after-war conditions as well as present needs, and that shall either convert or destroy all the disruptive groups in the country." One of the signers of the manifesto is J. Havelock Wilson, head of the National Sailors and Firemen's Union of Great Britain and Ireland.

The example of the London women workers, says an Australian exchange, seems to have fired the imagination and souls of the London policemen, and 12,000 of them struck work for better pay—and won. People read the cables and rubbed their eyes. Could it possibly be true? Policemen on strike—in the very heart of the empire, too! Impossible. But it was true. And they behaved very much like the commonest sort of striker. They even had a procession. Five hundred of them hit the copper trail for Scotland Yard, headed by a piper. They resented; just like miners or watersiders, the fact that some policemen had remained on duty, and shouted all sorts of rude remarks: "Blacklegs!" "Dirty dogs!" and, most significant of all, "Are we afraid of the army?" The London policemen have evidently got a glimmering of their position in society as a repressive force. They also know what purposes military can be used for. It is to be hoped their knowledge will be retained for use in the future. Even policemen are not impervious to reason and logic and the reasonable and logical solution of the situation of the wage workers is trades unionism and ever more trades unionism, evolving into industrial and class unionism.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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San Pedro Letter List

Aalto, Harry	Hammarquist, Gust
Anderson, Morris	Halvorsen, Harry
Antonsen, N. H.	Iverson, Tom
Andersen, Otto K.	Irmy, Fred
Breien, Hans	Johnson, Gunnar
Bergh, Borge	Johansen, N. A. -1604
Carlsson, Axel	Johansen, Fred
Carlera, P.	Johanson, John
Clay, Henry	Johanson, John A.
Collins, Ed.	Johansen, Carl
Davis, Oroville	Jacobsen, John
Engstrom, Erick	Johnson, K.
Eklund, Swen	Johnson, Ole
Ellingson, Billy	Johnson, Chas. A. -2044
Fosberg, Leonard	Jonassen, Johannes
Frost, Peter	Jacobsen, Telegram
Grunwald, Alois	Johansen, Fred
Grassen, Joe	Johansen, C.
Gunerud, Thorvald	Kallas, M.
Hansen, Aksel	Lundin, Arthur
Hederman, H. C.	Lechemus, Bill
Hederstrom, T.	Lill, Karl
Holmstrom, Hjalmar	Lyngnes, Chris
Hakanson, Axel	Malmquist, Gus
Hoek, A.	Molander, H.
	Miller, John
	Mourice, Francis
	Monson, Chas. C.
	Nurmi, Taini
	Norstrom, Hans
	Olsen, Ole W.
	Olson, Andrew
	Peterson, K. E.
	Peterson, Hugo
	Pelz, Fritz
	Petrow, Fred
	Ryden, Oscar
	Raaum, Harry
	Rasmussen, J. A.
	Swenson, Nickolaus
	Spence, Oswald
	Sodergren, Oscar
	Shlieman, F.
	Stringer, E.
	Salo, Oscar
	Turman, Arthur
	Terkki, Arthur
	Thornlund, John N.
	Wrig, Claus
	Winberg, Oscar
	Williams, Edward A.
	Warkala, John
	Zunderer, Theo

Questionnaires.

Aldo, Kusta Nestar	
Axelson, Erik	
Anderson, Sven	
Christensen, Ole Martin	
Doage, Sigvald	
Grenlund, Oskar A.	
Hanson, John August	
Holm, Frank	
Jacobsen, Gustav E.	
Johansen, N. A.	
Johansen, Carl M.	
Koso, Peter	
Kallas, Martin	
Ringvall, Victor	
Tysk, John H.	

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Doage, Sigvald	Pederson, Carl
Hingren, John H.	Schlieman, J.
Hansen, Adolph	Tysk, J. H.
Louis, Jose M.	

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

ALASKA FISHERMEN'S UNION LETTER LIST.
Seattle Branch.

Amdal, Hans	Wilson, Osvald
Andersen, Oscar	Andersen, Jens
Bennett, Cliff	Armstrong, W. N.
Bulgarelli, Darlo	Borgen, Knut
Burgess, John	Bugden, Edward
Carlson Axel George	Caldlo, C. D.
Carlson, Wm.	Carlson, George
Christiansen, C. A.	Carlson, Hjalmar
Engvall, Fred	Dahlquist, Carl M.
Ericsson, Charles	Fenlon, Edward
Hansen, Andrew	Frederickson, Andrew
Hanson, Gilbert	Johnson, Nils
Howde, Chris.	Jensen, J.
Holkestad, Marellus	Jacobson, Paul M.
Karbo, Eldar	Langula, Waino
Karlson, Wm.	Larsen, Harold
Lauritsen, G.	Larsen, Hjalmar
Leyons, J. B.	Larson, Jens
Maki, Fred	Luckman, Samuel
Minich, B. I.	Nelson, Philip
Morgan, L. M.	Nilson, Nils Engwald
Mogstad, John	Norton, Emil
Olsen, O.	Norton, P. A.
Olson, Gust	Parks, Harold, A.
Olson, J. C.	Paulson, Peter
Olson, John Oscar	Palmer, L. L.
Olson, Nels	Pedersen, Albert
Oliman, L. P.	Peterson, Andrew K.
Rajata, Edwin	Petterson, C. H.
Rasmussen, Martin	Ranta Hjalmar
Rasmussen, Robert	Rasmussen, Peter
Sandanger, Ole	Rudsit, Fred
Sandbeck, George	Sather, Harold
Sandvik, Harold	Sather, P.
Smith, G. H.	Simonsen, Hans
Smith, Merle	Schuppel, John A.
Walin, Gust.	Tardiff, Geo. H.
Waiknopa, Herman	Taylor, T. G.
Wilson, O. K.	

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Pacific Coast Marine.

The Pacific Coast Steamship Company has assigned the Spokane on the run between San Pedro and San Francisco, touching at Santa Barbara.

The license of C. A. Christiansen, second mate of the steamer "Blackford," which together with those of the other officers of the vessel was suspended for three months for neglect of duty when the "Blackford" foundered in a hurricane 125 miles south of Cape St. Lucas, September 17, has been restored by Supervising Inspector John K. Bulger.

The sale of the five-masted schooner "John W. Wells," outbound to Australia, by her former owners, the Charles R. McCormick Steamship Company, to the Gulf Mail & Steamship Company, on December 2, for $450,000, has been confirmed by Charles R. McCormick. The vessel will be turned over to her new owners when she arrives in Melbourne. It is said that the installation of two 500 horsepower engines in the vessel is contemplated by the new owners.

Judge Bean of the Federal court at Portland has handed down a decision ordering that $2400 be paid as salvage compensation to the steamer "Daisy Freeman," its master and its crew. The order states that two-thirds of the amount be paid to the vessel and one-third to the master and the crew. The decree was handed down as the result of a suit filed following the towing of the gasoline schooner "Anvil," which was partially wrecked during a storm off the Oregon coast last winter; to Astoria by the "Daisy Freeman."

Resumption of the Harrison Direct Line service between the United Kingdom and ports of the Pacific was announced by Balfour, Guthrie & Co., agents for the line at San Francisco. The first steamship is scheduled to sail from Glasgow January 25. This will be the "Professor," well known at this port before August, 1914. It is not known how many of the vessels will be installed in the service, but the agents expect that a full service will be initiated before another year. Calls will be made at San Francisco and at Puget Sound ports.

All tenders for the purchase of the $1,990,000 bond issue for the construction of the new Smith Cove terminal by the Port of Seattle were rejected at a special meeting of the commission on December 12 and new tenders asked for to be received on or before February 10, 1919. At the special meeting Major J. F. Douglas, United States Army, appeared before the commission with a tender for the lease by the Quartermaster's Department of the Bell-street terminal. Major Douglas will inspect the terminal and the negotiations, if satisfactory, will be concluded at an early date.

The San Francisco Bridge Company's dredge "Oakland," which has been operating in San Diego harbor on Government work for nearly a year, is expected to complete the reclamation project within the next sixty days. The "Oakland" is engaged in reclaiming 732 acres of lowlands, whereon the Navy Department plans the construction of a $4,000,000 marine brigade post, at a flat contract price of 13 cents per cubic yard. More than 1,000,000 cubic yards of material has been excavated. A new 700 horsepower engine recently was installed in the "Oakland," giving the dredge a capacity of approximately 220,000 cubic yards a month.

John Woodruff, captain, and David Colvin, Victor Anderson and Ed Prince, crew of the gasoline schooner "Della," escaped to shore when their craft foundered in the vicinity of Port Orchard, Ore., on December 9, and later was totally wrecked on the beach, near there. Word came that the "Della" struck a rock while trying to weather out a big storm in the Cape Blanco district. The "Della" left Coos Bay on December 7 with a general merchandise cargo for her owners, the People's Company of Gold Beach. Stormy weather held up her progress, and the "Della" was able to make less than 50 miles in two days.

Wreckers at Tacoma are knocking down the remains of the old stern-wheel steamer "Greyhound," one of the best known of the old-time boats plying on Puget Sound. The hull has been purchased by Olaf Mahle, who will use it as a barge. The "Greyhound" was built by Captain Claud Troup at Portland, Ore., in 1890, and brought around to the Sound to take the kinks out of some of the fast boats of those days. The "Greyhound" was 139.8 feet long by 18.5 feet beam, and having plenty of power was able to travel with the best of them. For a number of years she ran between Seattle and Everett, but of late has been running between Tacoma and Olympia as a freight boat.

Rapid progress is being made on the construction of two 7500-ton concrete tankers at the plant of the Pacific Marine & Construction Company in San Diego. The midship and stern sections of the first tanker have been assembled on the ways and a large quantity of steel for the hull put in place. Concrete will be poured within the next few days. The molds and templates for the second tanker are being assembled on No. 2 ways. Steel will be laid on this craft within a week. It is expected the first tanker will be launched January 15 and the second about March 1. Eight tankers of the type now under construction are to be built for the United States Shipping Board. Each will be 425 feet long, have a carrying capacity of 50,000 barrels of oil, and a speed of twelve knots an hour. The tankers will cost $900,000 each and will be the largest concrete craft of their type in the world.

The Commercial Pacific Cable Company, allied with the Commercial Cable Company, has asked for an injunction in the Federal court restraining Postmaster-General Burleson from further control of its 10,000 miles of cable between San Francisco and China, Japan and the Philippine Islands. Violation of international law by Burleson is charged in the complaint, which asserts that the United States had not obtained consent to the seizure from the nations upon whose territory the cables land. It is further alleged that such consent would be unconstitutional without a formal treaty approved by the Senate. This contention is upheld, the company declares, by information from its London office that a department of the British Government has instructed the Commercial Cable Company's representatives there to make no changes at the direction of the American Postmaster-General without first submitting them to that department for approval.

Pacific Coast shipping men seem to think that comparatively few contracts will be let to the shipbuilding plants for new vessels by Americans as a result of the order of the Shipping Board which permits the builders to bid for private work. One of the prominent ship operators said the feeling prevails that nothing will be done in new construction until action is taken by the Government to dispose of its ships. Some believe that the entire fleet will be chartered at a rate that will permit operation at a profit, and others are certain that the Government will mark off a considerable portion of the initial cost and sell at the discounted figure. The shippers all agree that it will be a fallacy to order new ships at the present high price, which will have to compete with other vessels that will be secured for considerably less or against ships chartered from the Government at a rate based upon conservative values. It is not anticipated, however, that many of the wooden ships will pass from the possession of the Government at the rate of $700,000 each. The ship operators say that one is liable to secure one of the lame ducks, and this may soon develop into a "dead duck," for until a wooden ship of a green vintage is thoroughly tried out, there is no assurance that it may not become unseaworthy at any time.

The United States Government has filed suit for $250,000 in the United States District Court at San Francisco against the Northern and Southern Steamship Company, owner of the steamship "Sacramento." The complaint says the American registry for the vessel was fraudulently secured. On account of false statements as to ownership, the Government asks for the sum sued for, said to be the value of the steamship when in San Francisco in October, 1914. The officers of the Northern and Southern Steamship Company and other shipping men involved in the transfer of the vessel from the Hamburg-American line to the Northern and Southern Steamship Company in August, 1914, are awaiting trial on the charge of a violation of the neutrality laws in shipping supplies to German warships. The supplies on the "Sacramento" were turned over to the German cruiser "Leipsic" and other war craft. The "Sacramento" was formerly the German steamship "Alexandria." Special War Attorney John W. Preston and United States Attorney Annette A. Adams say in the libel that Philip R. Thayer, president of the Northern and Southern Steamship Company, made "false and untrue" allegations in his affidavit in swearing that the sale of the "Sacramento" was bona fide, was to be permanent, and without any agreement to return to the Hamburg-American people after one voyage. The Government says the vessel was not sold as no title was conveyed and was to be returned to the Germans.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.
THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 18, 1918.

THE SHIPPING BOARD'S REPORT.

The second annual report of the United States Shipping Board, just made public, is a bulky and comprehensive document, but the all important question of what shall become of our permanent merchant marine policy is left for "future determination." The promise is made that at some future date suggestions will be made regarding both development and operation, but for the present, nothing definite is offered.

The report reviews all the activities of the Board, especially in connection with the development of port and harbor facilities, training deck and engineer officers and crews for the merchant marine, establishment and developing shipyards and training workmen for them, and establishing housing facilities for shipyard workers.

Detailed information is furnished upon the great fleet now operated by the Government. It shows how enemy tonnage was secured, not only by taking over vessels interned in United States harbors, but by purchasing and chartering from other nations which likewise had seized German and Austrian ships. Cuba, China, Siam, Brazil, Uruguay and Peru all aided the United States and the allies in this regard. The cost of repairing the German and Austrian vessels amounted to approximately $11,194,862.70.

The Emergency Fleet Corporation of the board owned on November 21, according to the report, a total of 455 new ships of 2,648,892 deadweight tons, fifty-nine former German vessels of 343,206 deadweight tons, six former Austrian vessels aggregating 35,262 deadweight tons and thirty six other ships of 137,248 tons.

Of the eighty one Dutch vessels taken over under Presidential proclamation, fifty-two of 236,340 deadweight tons were managed by the Shipping Board and the others by the Navy. There were 328 foreign ships of 1,366,361 deadweight tons under charter to the Board on this date and 450 American ships of 2,910,766 deadweight tons under requisition, making a total fleet of 1386 vessels aggregating 7,498,075 deadweight tons owned, managed or chartered by the Shipping Board.

This is truly a tremendous volume of tonnage under single control. But what shall become of it when peace has been formally declared and when the peaceful, though not less strenuous, battles for world control of commerce and shipping will be resumed?

Captain Dollar and the reactionary element in shipping circles, for which he appears to be the self-appointed spokesman, want to man our offshore shipping with coolies, or as an alternative to have the American Government pay the difference between Japanese and American sea wages.

A correspondent in the New York World points out that such a proposal means that the American people should bear the burden of the Japanese Government's industrial injustice. In line with the JOURNAL'S recent comment on international agreements relating to minimum guarantees, the World's correspondent says:

> If the Freedom of the Seas and the League of Nations are to be more than dreams of academic idealism they must be applied to just such cases (i. e., industrial injustice in Japan). If Japan or any other nation wishes to join the League of Nations and to enjoy the freedom of the seas she and they must meet certain minimum standards of industrial justice. Otherwise her ships should not be allowed to pass Suez, Panama, Gibralter, or to enter any port of those members of the League who agree to such minimum standards. The League of Nations must fundamentally exist to drive from its ports all ships, products and exports of underpaid labor, or low living standards, of industrial injustice. To ask Americans to bear the results of Japan's low standards of life is criminal. It piles one injustice on top of another. While it would be farsighted national policy for the government to pay a liberal monthly allowance to active American navymen enrolled in the merchant marine service in order to maintain a large and efficient navy personnel we have no right to burden America with the results of Japanese unfairness. I do not agree with Captain Dollar that we cannot compel Japan to play fair.

This is strong, but clear and emphatic language. It touches the very center of the problem that the Shipping Board has left for "future determination."

THE U. S. JUNKERS.

Prussia has her junkers but from all accounts they are having a rather difficult time of late. The very men who only a few months ago refused to yield to the universal demand for manhood suffrage in the internal affairs of Prussia have now taken to the tall timbers in fear of their lives.

It is different with junkerism in the United States.

Wm. Z. Foster, in charge of the American Federation of Labor campaign for organizing the iron and steel workers has supplied the JOURNAL with a bill of grievances well calculated to make any American gasp.

For instance, we learn that in the various towns along the Monongahela River, the heart of America's steel industry, there prevails not a whit more freedom of assembly than existed in Prussia before the revolution. Despite its indispensable services to the Government in the great war, the American Federation of Labor is treated as an outlaw organization in this Prussianized district. It is boldly denied the right to hold public meetings.

To suppress the right of assembly, the steel interests seem to have a bag of tricks, to be employed as occasion demands. In Braddock and Homestead, where halls for mass meetings had been secured and paid for, the local city officials terrorized the owners of the halls into calling off the meetings and refunding the rent money. In Rankin, where the hall proprietor had more courage than usual and refused to submit to such outrageous dictation, the local board of health was made to take him quickly in hand and close his place.

But, flagrant as were these crimes against the right of assemblage, it rested with McKeesport to produce another still worse. In Braddock, Homestead and Rankin the steel interests used at least some pretense to camouflage their real intentions. But, in McKeesport, they came straight out into broad daylight and positively forbade the American Federation of Labor to hold meetings in that city. To quote Mr. Foster:

> In McKeesport, the un-American and unconstitutional regulation prevails that the sanction of the mayor must be had before public meetings can be held. It is impossible to hire a hall until this regulation is complied with. A. F. of L. organizers, therefore, proceeded to Mayor Lysle to secure the necessary permit for their meetings. They were refused point blank and told that the A. F. of L. is a bunch of I. W. W., anarchists, bolsheviki and agitators and would not be allowed to hold any meetings in that city.
>
> The matter was then taken up before the McKeesport Labor Council, whose president, Geo. Howe, is also a member of the City Council. It was decided to attempt to have the City Council override the action of the mayor. Brother Howe and several representatives of the National committee fully explained the purposes of the A. F. of L., the loyal services rendered by it to the Government in the great war crisis and the danger of suppressing free speech. But their arguments fell on deaf ears. The steel interests own the mayor and the City Council of McKeesport and these went through with the program outlined by their masters. A motion by Brother Howe to have the City Council request the mayor to grant the permit did not even receive a second, so completely do the steel interests dominate the local government in McKeesport.

Mr. Foster wants to know if organized labor is going to stand for such outrageous treatment. "If it does," he says, "it will surely deserve all the hardships that will be visited upon it by the tyrannical owners of the steel industry."

All of which forcibly reminds us that while the war for world democracy has been won we must continue to give battle to our own junkers. We must, in some parts of America, at least, go right on struggling and fighting for the mere "right" to organize. For—only when that right is freely conceded and, what is more important, firmly established and in actual practice—can there be any semblance of democracy in industry. And that is exactly what the iron and steel barons of Pennsylvania seek to prevent. The beautiful platitudes upon this subject which have recently emanated from John D. Rockefeller, Jr., Chas. M. Schwab and other captains of industry do not alter this situation in the least. A paper concession of "the right to organize" does not grant anything. What the workers insist upon is the actual and practical application of that right without hindrance or restraint.

The idea that all economic questions may be solved by the ballot, "which registers the freeman's will as lightning does the will of God," is one of the most remarkable crochets of the times. We can not imagine such a state of beatitude, and we would not hope for it if we could. There is this difference between the will of the freeman and the will of God: there is but one God, while there are many freemen, each with a will of his own and a strong disposition to do more than merely register it.

Freedom is our heritage and we are resolved to maintain and extend it no matter what the sacrifice.

WHAT'S WRONG IN SAN FRANCISCO?

Contrary to general expectation the Workmen's Compensation Amendment to the Constitution of California was adopted by only a small margin. It was defeated in most of the rural districts but the "No" vote was offset by the majorities which were piled up in all the industrial centers, except San Francisco.

San Francisco, the alleged "union-ridden" city, returned a majority against an amendment especially designed to give constitutional sanction to existing laws dealing with workmen's compensation, insurance and safety. Surely, this indicates that there is something wrong, somewhere in San Francisco.

One can understand and explain the defeat of the Health Insurance Amendment despite its endorsement by the Labor Council and the Building Trades Council. This measure was bitterly and viciously fought by the Insurance Federation, a new alliance of commercial insurance "interests" which furnished seemingly unlimited campaign funds and masqueraded under numerous camouflaged alibis. Besides, this was the first State-wide vote upon Health Insurance, a proposal widely but falsely advertised as "German-made."

But all was different with the Workmen's Compensation Amendment. This particular protection for workers has been firmly established almost everywhere in America and throughout the civilized world. Its merit has been universally conceded. Yet the returns show that thousands of the organized workers in San Francisco voted against constitutional sanction for existing laws upon that subject.

What was wrong? Was it the "flu"? Was it the lack of the right kind of publicity and a resulting downright ignorance upon the subject, or did it go down because the Chamber of Commerce and its organs of publicity opposed practically every measure on the ballot which had been endorsed by the organized workers? Will our San Francisco labor contemporaries please explain?

MOVING THE GOLDEN GATE.

During the past week the following order was received at the office of the Sailors' Union of the Pacific in San Francisco:

Send seven sailors at once to move the Golden Gate from San Francisco to Vallejo.

To the average uninformed land lubber the execution of such an herculean task as the moving of world-famed Golden Gate will doubtless present a chain of insurmountable difficulties. Not so with the men of the sea.

Without hesitation on the part of the official on duty in the Sailors' Union office the order was promptly and expeditiously executed. Seven sailors, good and true, tackled the job and performed the task assigned to them, without a hitch. The "Golden Gate" in this instance being a ship owned by the Rolph Navigation & Coal Company.

It is paradoxical but true that were it not for the establishment of the minimum wage all wages would not be down to the lowest possible point.

If we are to believe that one's ideals are the reflex of early training, it is to be hoped that those of the factory child will never be realized.

THE FREEDOM OF THE SEAS.

The Need for a New International Agreement Upon the Power of a State on Adjacent Waters and on the High Seas.

In its widest scope the problem of "the freedom of the seas" includes the questions of national territorial jurisdiction over the sea or its arms, belligerent rights at sea, and piracy and the slave trade or their suppression. Reputable authorities may be found who regard this or that phase of the problem as the particular question of the feredom of the seas, but it seems wiser, in discussing the question, to keep the whole field in view.

To free the seas in the days of Minos of Crete, or of Pompey, or of Commodore Preble meant to rid the seas of pirates who, tongue in cheek perhaps, insisted on a freedom of the seas of their own anarchic sort. A free sea in the first half of the nineteenth century seemed to mean liberty for American slave-traders to carry on their commerce without interference from England or any other Power. These, however, are eddies in the historical current of the discussion and may be left at one side. The main questions now remaining are two, and both of them are vital. For centuries, from about 1200 to 1650, the greatest menace to the freedom of the seas, was the attempt on the part of Venice, of Portugal, and of Britain to include parts of the seas in their imperial domains. Just at present there is a tendency to refer solely to the matter of belligerent Powers at sea, and to say that the seas are free in time of peace or that there is no longer a problem of the freedom of the seas except in time of war; but the war will not last forever, and the question of territorial dominion over the seas, although a part of the law of peace as much as of the law of war, is in the foreground of discussion to-day. The Dardanelles and the Straits of Gibraltar have not been entirely absent from the declarations of war aims and peace terms.

July, 1914, saw the law of territorial waters in a fairly certain and settled condition as international law goes. Over a cerain portion of the open waters adjoining their coast, over enclosed or semi-enclosed gulfs or bays of certain size or proportions, over certain portions of the straits, canals and rivers partly or wholly included in their territories, riparian states enjoyed a more or less well-defined and well-recognized authority in respect of the ships and nationals of other States entering those areas. That power fell short of complete sovereignty, but it extended to the enforcement of measures for the safety of shipping, the regulation of fisheries, and the protection of the health and safety of the inhabitants of the shore and of the national security. On certain grounds the riparian State could exclude the nationals of other States; the neutral State might, for example, prohibit belligerent navigation of its territorial waters in order to protect its neutrality. The most important limitation upon this power of the State was the so-called right of innocent navigation through the waters over which such power was exercised, possessed by non-riparian States in time of peace and, subject to further limitations, in time of war. For the precise and manifold details of the nature and extent of the power of the State over such waters as were "territorial," and of the limitations of that power, reference must be had to the standard authorities on maritime international law.

Beyond the question of the extent of the power exercised over territorial waters lies the more elementary question of the extent of such waters themselves. Territorial waters may be defined from the land outward. Petty or inland canals and so-called non-navigable rivers do not enter the discussion at all, for the reason that they are completely under the sovereignty of the State. Navigable rivers, ship canals, and interoceanic canals lying entirely within one State are territorial waters of that State. Navigable rivers which touch two or more States are subject to a joint or concurrent territorial jurisdiction whose complex nature is often defined by international convention. Straits, gulfs and coastal waters are within the jurisdiction of the riparian State to a width of at least three miles. Straits less than six miles in width, with different States occupying the opposite shores, are under a control divided by the middle of the stream; if bounded by one State alone, such straits are subject to the power of that State. The inclusion or exclusion of gulfs or bays which in their entirety are within the jurisdiction of the riparian State depends upon the width of their entrances, and the depth inland of the gulf or bay in question in proportion to the width of its mouth. The bases in principle for such inclusion are the need for security on the part of the State within whose coast the bay is found, and the ability of that State to control the waters of the bay by coast artillery. For the varying national claims to wider coastal waters, straits and gulfs, corresponding to variations in real or fancied danger to the coasts of one State or another and to the progress in the art of ballistics made in different States, reference must again be made to the texts and manuals of the law.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 16, 1918.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Dec. 16, 1918.
No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Dec. 16, 1918.
Shipping poor.

W. G. MILLARD, Agent pro tem.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 16, 1918.
No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 16, 1918.
Shipping medium.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 16, 1918.
Shipping fair; few members around.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Dec. 16, 1918.
Shipping medium; prospects fair.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Dec. 16, 1918.
Shipping good; members scarce.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 9, 1918.
Shipping good; prospects fair.

JACK EDWARDSON, Agent pro tem.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 12, 1918.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. Balloting on officers for the ensuing term and delegates to the International Seamen's Union Convention was proceeded with.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 5, 1918.
Shipping medium; more men around.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock. Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 4, 1918.
Shipping fair; more men ashore.

HARRY POTHOFF, Agent.

Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66 W.

DIED.

Anders O. Hemnes, No. 2819, a native of Norway, age 33. Died at Seattle, Wash., Nov. 28, 1918.

It is gratifying to reflect that much of the so-called dissension in the ranks of organized labor is but the inevitable accompaniment and evidence of the vital force within the movement. The dead alone present a perfectly peaceful exterior.

The man who talks about the "sacrifices" he has made for the labor movement usually spends most of his energies in the effort to "get back his own"—and as much more as possible.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Events are moving swiftly toward a nation-wide epidemic of big strikes—possibly worse.

The National War Labor Board is faced with the fact that it cannot enforce its awards, because the Government is no longer placing war contracts with the employers. Big employers are dismissing men wholesale. Men who have been active in organizing the workers in the war industries find themselves the first to be let out. Seven hundred cases now before the War Labor Board for settlement may never come to settlement, because the Board will be dissolved if the employers in a series of typical cases defy the Government to dictate their industrial conditions.

Bethlehem Steel will probably be the pivotal case, and Charles M. Schwab will determine—Possibly within the next few days—whether the award made by the Board shall be treated as a serious obligation upon the company or as another "scrap of paper." If the award is torn up by Schwab, as now seems likely to happen, then industrial war is on everywhere.

There are 30,000 men at the Bethlehem Steel plants. For months the work of unionizing them has been steadily going forward, but it is still far from completed. Shop committees, provided in the award made by the Board, have been organized. The men have got a taste of industrial freedom; how far they will defend this freedom will be demonstrated if and when Schwab announces the return of industrial autocracy. Thousands of them have already been discharged, including a large percentage of the union men. The discharged men are in an angry mood.

Unless the American labor movement takes quick and effective action the situation is going to be complicated by the discharge of millions of men from the army. The California State Federation of Labor, in the report of its Reconstruction Committee, has called for the representation of these discharged soldiers in all labor councils throughout the country. What may result from the failure of central labor bodies to see that the union men among these soldiers shall proceed to organize them, locally and nationally, for the handling of the problem of work for soldiers, may be guessed from the remarks made at a reconstruction conference in New York City to-day by Nathan A. Smyth, assistant director-general of the United States Employment Service.

"The Employment Service," he said, "has been called to stand with others at the Chateau Thierry of the defense of this country against the incurrence of Bolshevism. To succeed, it needs help. In no spirit of pessimism, but with abounding confidence in the ability of this country to meet any dangers for which it is prepared, we should face present facts, reckon with threatened evils, and take steps to meet them."

What are these dangers, this peril of Bolshevism, for which we must be prepared, if we are to remain safe?

Smyth explains that we are flooding the country with jobless men. There is no good reason for a period of great unemployment, if those who have the power to control demobilization of the army, and those who have power to give employment in the manufacturing industries, will keep their heads. But the manufacturers are waiting for possible better conditions—lower interest rates on borrowed capital, and lower wages—before launching new industrial schemes. And the War Department has not waited until jobs should be found for the men in the camps in this country before turning them loose. More than 1,200,000 of these soldiers are to be sent home from the camps as rapidly as their officers can prepare the papers. Behind them the million already ordered home from France are being hurried across the ocean for distribution to the camps where they will be held for a short while.

"The soldiers are being mustered out on a few days' notice," Smyth declared, "with no advance of pay; given in money the cost of transportation to their homes, free to buy tickets wherever they please.

"Already they are turning up in the cities, improvident, 'broke,' away from home, without work, applicants for civilian relief. Many of them don't yet want work. Many others are unwilling to take the 'day labor' jobs which alone them can find. There is every prospect that unless remedial measures are promptly taken the sight of stranded, workless, moneyless soldiers will be common throughout the land."

The Employment Service is undertaking a big campaign to find jobs for the returned war workers and the returned soldiers. But it is not demanding any particular standard of wages or conditions with these jobs. That is up to the men themselves, now that the war is over. Also, it is up to every worker who wants to maintain or improve the wage level and the industrial conditions, such as they are to-day, in his own community and his own industry. The answer is organization of the returning men for co-operation with organized labor in defense of the industrial standards set by the National War Labor Board.

It is true, Smyth says, that the Army has agreed to regulate the speed of its demobilization "so far as possible" by the condition of unemployment reported from each section of the country, but even so, the Employment Service and the various other agencies that co-operate with it are not able to create jobs for the men.

"The great danger in the next four months," he said to-day, is that there won't be enough jobs to go around; that unemployment will come with attendant misery and social unrest at a time when anarchistic tendencies are contagious."

Mr. Smyth, who has had no experience with the organized labor movement, seems to be worried rather because hungry men may be disorderly, than because men may be hungry. His appeal is to those who would suffer from disorder, not to those who would suffer from hunger. That is why he speaks of standing on the defensive against Bolshevism and anarchistic tendencies.

Every spokesman of organized labor who has discussed this demobilization problem has served notice that American labor is not in a begging mood; there must be no reduction of wages, no Prussian raids upon the right of the great mass of Americans to security and self-respect in the conditions of their employment. If that proposition is to be challenged by the employers in the United States, organized labor will move to its defense—be the challenger the Bethlehem Steel Corporation or all the industrial corporations combined. It is very unfortunate that labor has not drawn up, officially and nationally, a program for reconstruction in the industrial world. As matters stand, the program of "Labor's Fourteen Points," endorsed first by the Chicago Federation of Labor and now by the Illinois State Federation of Labor as the program of the Independent Labor Party, must serve for a guide to what labor demands in this crisis.

As the United States Employment Service points out, there is no good reason for employers to believe that they will get cheaper labor by waiting until spring. Instead of that, the coming of peace has determined hundreds of thousands of our foreign-born to go back to Europe to help rebuild and reorganize their native countries, and to take a part in the public affairs of the republics that are arising there. Immigration to the United States is at a low ebb, and will not return to its pre-war level within the next ten years, if at all. Great numbers of men who formerly worked in town have made up their minds, while in the army, to go to farming in order to maintain the benefit they have gained from an open-air life. Once the readjustment is made, there will be no oversupply of men looking for jobs.

But in the next four months there is danger. That danger will be met only when the returning soldiers and war workers are formed into a national organization, with local banches and city central bodies, in close alliance with the organized labor movement, and standing for a big constructive program like "Labor's Fourteen Points."

Labor Congressmen have been humiliated, during the past two or three years, at the lack of earnest support given their legislative demands by the labor movement itself. Anti-labor members of Congress have sneered at the idea that organized labor ever stood by its own program and its own conditions on election day. The time has come when labor and the soldiers and war workers may get together, in the face of threatened unemployment and industrial Prussianism, to make Congress listen and persuade Congress to act.

Possibly the first steps toward such a nation-wide alliance may be taken in Chicago, at the time of the national labor conference to consider the Mooney strike. Frank P. Walsh is touring the country to organize the Mooney defense campaign. By the time he goes to the Chicago conference the attitude of the organized employers toward awards of the War Labor Board and toward keeping up the level of wages will have been made clear. If a drive against labor's new standards is indicated, then Walsh and the labor delegates who meet him in Chicago may be expected to plan a working-class defense in addition to the Mooney defense.

All the efforts of certain anti-labor interests in New York City to line up the soldiers and sailors against the organized labor forces failed, as soon as the real purpose of the anti-red-flag agitation was discovered. The soldiers are overwhelmingly pro-labor. They know they must

work for a living. They want good wages. They know they are going to get high wages through organization. All they lack now is the leadership of trade unionists among them, to make their organization for industrial democracy a fact.

Meantime, watch Bethlehem.

* * *

The Senate has voted down the McKellar bill, providing old age pensions for Government employes in the civil service, half the cost to be borne by the Government and half by the beneficiaries. It adopted the Pomerene amendment, requiring that the employes pay all the costs after the first few years. British old age pensions for government employes are paid at the cost of the government.

PEACE.

(By W. B. Rubin.)

Nineteen hundred and eighteen years ago the wise men from the east heralded the coming upon this earth of the Founder of Christianity.

In gentle tones He gave utterance to the lasting words, "On earth, peace, goodwill towards men"—a world of truth pithily told, reverberating and re-echoing time and again over the entire earth.

Each year at the Yuletide season that sentiment is taken off the shelf where it has remained, dust-covered, for eleven months. Bedecked in gorgeous colors, it is placarded everywhere and eloquent voices use it as their text for sermons.

However, notwithstanding these words of exhortation, the world has gone on just the same, killing, marauding, and desecrating. There have been wars and conflicts without end. The words have seemed but a hollow mockery, and wrongs have been committed during each succeeding year greater than during the year previous.

For four years the world has been engaged in the greatest war of all. Millions of men have been killed, millions more crippled, and billions of dollars' worth of property destroyed. Hell has been raised and misery has become rampant to such an extent that it will tell upon the progeny of our race for at least a half century to come. Still, during all of this time, as each Christmas came around, we heard the words, and still we saw the same placards, "On earth, peace, goodwill towards men," yet men continued to fight and kill each other.

Recently, in the fall of 1918, PEACE actually came, the war ceased, kaisers and emperors, princes and autocrats abdicated and went into exile.

Now the world is at peace, and it is said that we shall have no more war; THAT PEACE ON EARTH HAS COME in fact.

It is a political peace, and there shall be "Peace on earth, goodwill towards men," for millions have fought and died to bring about this world's peace and disarmament.

But have we peace, REAL PEACE?

Not yet.

Let us take heed, and while we are at the Peace Table arranging for a world's political peace, let us provide, too, for A WORLD'S INDUSTRIAL PEACE.

The world must be safe for DEMOCRACY. "Safe for democracy" means safe for the DEMOCRATS, not the PLUTOCRATS. Therefore, it means that the world must be safe for the TOILER.

Make the world safe for the man who toils, give him peace and equality of opportunity. Make MONOPOLY ABDICATE and send PROFITEERING INTO EXILE. Then the words, "ON EARTH, PEACE, GOODWILL TOWARD MEN," SHALL LIVE IN FULL REALIZATION.

WHY SHIPS FLOAT.

Professor Garret P. Serviss has just answered that old, old question: "Why do iron, steel or concrete ships float?"

Of course, all know that they do float, but many will be hard pressed to explain "why."

Says Professor Serviss:

The great fault of our system of education is its failure to implant fundamental ideas. School pupils are given chiefly fragments of information instead of the keys to knowledge. I doubt whether there is a teacher in the United States who ever thought of explaining to his scholars why any kind of a ship floats. That seems to be regarded as something which can explain itself; everybody can see that ships do float, that fact is established, then why waste words about it?

Yet it is by inquiring into the reasons of the simplest things that science makes its advances. Probably the reason why such explanations as that suggested above are not given to school children is because the children never ask for them. But it is precisely one of the most important of the teacher's around the sun, to the comets coming in and to suggest questions to their minds, for the deepest ignorance is that which is due to indifference and lack of thought.

Suppose that Newton when hit on the head by the falling apple had not asked himself why it fell, but had been content, like everybody around him, to take the fall of the apple as a fact of nature, a way she had that needed no explanation? But Newton's mind leaped from the falling apple to the moon circling the sky, to the earth traveling around the sun, to the comets coming in and going out of the solar system, to the distant stars obeying a common law, and in satisfying his intellectual curiosity he enlightened the human race.

I call this high witness to the utility of seeking the causes and the reasons of the commonest phenomena. And now, to go back to the question, why does a steel or a concrete vessel float? The question itself points out the source of the puzzlement in the asker's mind. He does not wonder why a wooden ship floats, for that appears too simple a matter to need explanation. "It floats," he would probably say, "because it is lighter than water; of course, I can see that; but steel and concrete are heavier than water; then why don't such ships sink?"

Now, stop a moment and analyze that statement. Precisely what is at the back of your mind when you say that a ship floats when it is lighter than water? Evidently you are thinking of the comparative weight of the material of which the ship is constructed, and, knowing that wood will float, you are not surprised that a vessel made of such material should likewise float; but when you turn to steel or concrete, knowing that these materials will not float, you are puzzled to understand why a vessel made of them nevertheless does float. In other words, you ascribe the buoyancy of the ship solely to the buoyant property of its constituent materials.

But in so doing you are making a very great mistake. The true reason why a ship floats is not because it is made of a material intrinsically lighter than wood, but because it is made in such a form that, taken as a whole, it is lighter than a quantity of water equal to its entire bulk or volume would be. Even a wooden ship is not intrinsically lighter than water, for if it were it could defy leaks.

Its planks and beams and spars will float separately, but when they are combined into one structure with the iron and other metals needed in making a ship, and when the necessary ballast is put in, together with the other contents, the whole thing would go to the bottom but for the peculiar shape given to the hull, viz., that of a hollow vessel, which shape enables it to inclose a great deal larger space than a quantity of water having a weight equal to the entire weight of the ship would occupy.

But when the hollow interior of the ship is filled with water the quantity of water displaced by its solid parts, which alone give it weight, is not sufficient to equal the combined weight of those parts, and so the ship sinks.

By giving it a proper shape you can make anything float. An iron pot, if made so large that the weight of the metal in it is less than the weight of a volume of water equal in size or bulk to the hollow pot, will float as long as its interior is not invaded by the water. But put the same quantity of iron into a ball and it plunges straight to the bottom, because now its weight is concentrated within a cubic space less than that which would be occupied by an equal weight of water.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER

(Continued from Page 3.)

for in that way only can they expect to resist the long hours and low wages, which will undoubtedly be attempted, as soon as the Government restriction is lifted."

Don't Fear Labor Surplus.

The Annalist, a magazine of finance, commerce and economics, expresses the opinion that there is "little danger of labor congestion through demobilization," and that "the decrease in immigration, as shown by census figures, offsets the number of returning soldiers seeking employment."

The Annalist acknowledges that large numbers of men will drift into new occupations and many changes will take place, but, taking the proposition as a whole the editor does not accept the theory that there will be a condition which is referred to as a "glutted labor market."

The Federal Bureau of Census is quoted in defense of this position. It is shown that the total immigration during 1915, 1916 and 1917 was far less than in 1914 alone. In the latter year there were 1,218,480 arrivals, while the grand total for the other three years was just under 921,000.

"As unfamiliar as they were with the language and customs of the country, hundreds of thousands of immigrants in normal times were absorbed annually into the Nation's industrial life, with comparatively little friction," it is stated. "Returning soldiers and sailors, knowing the life and tongue of the country, and being set down in sections with which they are most familiar, should disturb the economic balance of the Nation even less."

The editor predicts that "at least 1,000,000 men will be retained abroad indefinitely in order to cope with any emergency that may arise."

The question of women who have been employed in munitions plants at from 35 to 45 cents an hour, is conceded to be a problem.

Wants U. S. to Sell Ships.

Captain Robert Dollar, California shipowner, and a leading opponent of the Seamen's Law, has issued a statement in which the Government is urged to sell its merchant ships to private owners and to then pay these owners the difference between the wage rate of a foreign crew and the wage rate of an American crew.

Mr. Dollar says: "We certainly want to get some ordinary common sense injected into our laws." He expresses fear of competition by Japanese vessels. The doughty captain is an authority on Oriental labor, and only recently he was ordered by the Government to dispense with the employment of Orientals in violation of the Seamen's Law.

When the war started vessels owned by him on the Pacific were flying the British flag, but when the story started that a German raider was in these waters, Captain Dollar became a 100 per cent. American and hoisted the Stars and Stripes.

There isn't much to choose between the union man who regards the payment of dues as his sole obligation to organized labor and the non-union man who assumes no obligation at all—and what choice there is favors the latter, rather.

THE FREEDOM OF THE SEAS.

(Continued from Page 2.)

Beyond these areas the seas are "free." That is to say, beyond these areas all States have an equal right to use the sea, free from the jurisdiction of any foreign State not founded upon special agreements. The high seas are the world's highway where, subject to detailed exceptions too complex and numerous for statement here, the ship and its passengers or crew are free from the control of any State save that whose flag it flies. This is, par excellence, "the freedom of the seas."

Of more acute interest just at present, however, are the rights of belligerents at sea. In July, 1914, these rights had been defined by the Declaration of London. Although never ratified, and hence unauthoritative in an official sense, this convention of 1909 nevertheless stated better than any other international document the law of war at sea.

Under the Declaration of London and the common international law which formed its interpretation and its supplement, enemy ships, and enemy cargoes in enemy ships, were open to capture and condemnation as enemy property by the prize courts of the captor. Neutral vessels which attempted to break through blockades of enemy coasts which had been duly established and notified to the neutrals, and neutral vessels which carried cargoes more than half of which were contraband, or which performed unneutral service by carrying enemy personnel or dispatches or by participating in military operations in other designated ways, were similarly liable. Postal correspondence was declared inviolable in all cases. Certain lists of articles were declared to be contraband by nature—so-called "absolute" contraband—and as such were subject to capture, even though they were neutral property, if destined for the enemy State, its forces, or territory in its occupation. Other articles were listed as "conditional" contraband as being useful for civilian as well as military purposes, and were subject to capture only if proved to be destined for the enemy Government or its armed forces. Still other articles were declared to be entirely free of contraband character and could never be made contraband, while provision was also made for transferring articles from the list of conditional to that of absolute contraband by reasonable notification on the part of the transferring State. Religious, charitable and scientific vessels were declared to be immune from attack or capture, and this immunity was extended to petty fishing and coast-trading vessels. Neutral ships might be visited and searched in enforcement of the substantive belligerent rights of capture, and an attempt to escape would void the immunities from destruction previously enjoyed. These immunities were, in law, considerable, for the destruction of either enemy or neutral merchant vessels which had been captured could take place without adjudication in a prize court only in strictly limited cases and after providing for the safety of the ship's personnel.

The fact that the Declaration of London was not officially binding led to some parleying among the belligerents in 1914 as to its application. As it turned out, no belligerent has applied the Declaration as it stood; with the result that, subject to the general tenor of the Declaration and the historical law of prize, and subject more especially to its own general temper and ethical standards and commercial or political interests, each nation has written its own maritime law of war during the last four years—under more or less effective protest and retaliation from opposing belligerents and suffering neutrals. Germany and Austria have torn up the restrictions in respect of warning before sinking, the restrictions on sinking without adjudication in a prize court, and in respect of provisions for the safety of passengers and crew In a peculiarly vicious way the Central Powers have offended against the time-honored chivalry of the sea; and of all the outcry against Germany that of the seamen is most unpolitical and sincere. The Allies on their part have abandoned entirely the distinction between absolute and conditional contraband, expanded their powers of blockade, and rewritten step by step the lists of contraband to the extent of wiping out the free list and making all articles contraband irrespective of their destination for civilian or military use. The Central Powers have not failed to take similar steps.

The cause of all this is not to be found merely in the fact that the Declaration of London had not been ratified. Even if it had been accepted and applied at the start by all concerned, it could not have been maintained without stultifying a large part, if not the greater part, of British belligerent action. The facts of engineering technique and social evolution would have wrecked such an attempt, as they have wrecked the effort to apply it notwithstanding that it had not been ratified. There are no materials or persons not part of the belligerent action of the State to-day; the whole State fights with all its people and materials, its industries and trade, and the distinctions written into the law of 1909 seem unreal to-day. Raw cotton and rubber were included in 1909 in the list of articles which were not to be declared contraband at all, on the ground that they could not possibly be relevant to the military operations of the State.

These reasons, however, apply chiefly to the alterations made in the law by the Allies. For the German variations from the Declaration there is one main cause. Much of its illegal action Germany could hope to defend in some measure because of ambiguities or omissions in the law of 1914 regarding the warlike or peaceful (i. e., commercial) character of a given enemy vessel and the rights of merchantmen in resisting capture or presumptive destruction; but for the greater part of its action there is only one, though an all-sufficient explanation, and one quite outside the legal realm, namely, the control of the surface of the sea by the Allies. A verdict on these variations on both sides goes back to the question of the justice of the respective causes themselves. Both parties acted more or less illegally as judged by the law of 1914, and one illegality has about as much merit as another; but upon the ethics of the case a different judgment must be passed.

There is another hardly less fundamental issue involved in the question of the freedom of the seas; the age-long conflict of maritime and continental power, of the naval state and the military state, of the navy and the army. The Declaration of London seriously restricted the former in war, and it is an open question whether the framers of that document did not more or less unwittingly lend themselves to a set of rules which, if carried out, could result only in sacrificing the freedom of Europe to the freedom of the Atlantic. If Great Britain and France had conformed to the Declaration of London, with its severe limitation of continuous voyage to the field of absolute contraband (thus prohibiting the seizure of conditional contraband, which included "flying machines" in 1909, destined, for example, for a neutral merchant in Amsterdam), its large free list, and its inviolability of postal correspondence, the German submarine warfare and the German violations of the law of the sea might never have been necessary as measures of retaliation—and Belgium might now be a German province.

Countless other minor aspects of the question might be considered, including the strewing of floating mines, the declaration of closed sea areas, the enforced deviation of neutral ships from their courses, and the use of neutral waters or ports as bases of belligerent operations. In all such cases the law as it stood at the outbreak of the present war has been more or less altered by various belligerents and neutrals; and an agreement will have to be reached at the end of the war upon the extent to which the law shall be revived or rewritten and, if rewritten, to what effect. There must also be a restatement of the law upon the extent and quality of the power of a State over adjacent waters in rivers, canals, straits, bays, and the marginal sea, as part of the general restatement of the law of nations which is so badly needed. In these revisions all the interests and policies of the continental and maritime States will find room for action, but the result should be a redefinition of the freedom of the seas by a restatement of the legitimate extent of State jurisdiction over the sea and its arms as to all persons and ships entering those areas, or over an enemy or neutral vessel or cargo on the high seas in time of war.—By Dr. Pitman B. Potter of the Carnegie Endowment for International Peace, in the New York "Nation."

The San Francisco Bay steamer "Sehome" sank in San Pablo Bay at 8:30 a. m., on December 14, after a collision with the steamer "General Frisbie" in the dense tule fog. The "General Frisbie," crowded with marines bound for the football game, crashed into the port side of the "Sehome," which was proceeding under a slow bell through the fog on its morning run from San Francisco to Vallejo with 125 passengers. Realizing that his vessel was doomed, Captain Fred Olsen of the "Sehome," ascertained that the damage to the "General Frisbie," whose bow stuck fast in the gap in the "Sehome's" port side, was not sufficient to cause that steamer to sink, instructed his passengers to climb over to the "General Frisbie's" decks, as both steamers were locked together. In this manner all were saved. There are five automobiles on board the "Sehome" where she lies in twenty feet of water on the side of the channel. Captain Thomas P. H. Whitelaw, veteran wrecker, is negotiating to attempt the raising of the "Sehome" within the next few days. The "Sehome" was built at Portland, Oregon, in 1889, and operated there for two decades, and then was sold to the Monticello Steamship Company. After operating in the San Francisco-Vallejo service until 1914, the craft was entirely rebuilt and was valued at $100,000. The vessel was 192 feet in length, 32 feet in width and 10½ feet deep.

F. E. Booth & Co. of San Francisco have purchased the pilot boat "California" from the Bar Pilots' Association and will use it in conjunction with its fishing fleet. Although the price has not been announced it is rumored that it was slightly less than $10,000. This is considerably below the original cost of the boat, which is one of the best power craft in local waters.

QUEEN ELIZABETH'S NAVY.

A few words in detail may be spared to the constitution of the fleet which was about to accomplish so splendid a service. [That of meeting the Spanish Armada in 1588.] In ordinary times, one or two second-class vessels alone were kept in commission, which discharged the duties very imperfectly of Channel police. The Navy did not exist as a profession. It was the Queen's policy to appear as little as possible in any work that had to be done, and to leave it to privateers. When officers were wanted, they were chosen from those who, like Sir Francis Drake, had distinguished themselves as adventurers. The crews were engaged by the week, by the month, or for some special service. A commission was appointed in 1583 consisting of Burghley, Walsingham, Howard, Drake, and Frobisher, to examine into the condition of ships and stores, and so to organize the yards at Portsmouth and Chatham, that a squadron could be held ready for sea if suddenly called for. The whole Navy was then thoroughly overhauled and repaired. The charges for its future maintenance were divided into ordinary and extraordinary. The first covered repairs of all kinds; wages of shipwrights, carpenters, clerks, watchmen, and cost of timbers, ropes, anchors, mooring cables, and other necessary dockyard expenses. For all this the Queen allowed four thousand pounds a year. She thought the sum excessive, but it could not be brought lower. The second, or extraordinary charges, covered special expeditions for which in every instance a particular estimate was made by the Council, with the lighter cordage, canvas, provisions, and other perishable stores of which the consumption varied with the nature and extent of the service. It included also the building of wharves, sheds, and storehouses, and also of new ships, of which it was then decided that one at least must every year be added to the fleet. Construction of this kind was done by contract. The ships were expected to last in good condition thirty years at least. The "Bonaventura," a vessel of 600 tons, was built in 1560. She was with Drake in his expedition to the West Indies in 1586. She carried his flag at Cadiz in 1587. She had been engaged in every service of consequence which had been undertaken since the Queen's accession. She was caught in a gale in the beginning of 1588, and ran on a sandbank at the mouth of the Scheldt, when, to use Lord Howard's words, "it was thought impossible, unless she had been made of iron, that she should not have been severely injured if not lost." She was got off "without a spoonful of water in her well"; and after a hard life of twenty-eight years, the Admiral said, "there was not in the world a stronger ship."

The cost at which vessels of this kind were constructed indicates that although contractors did their work well, they were contented with moderate profits. The "Rainbow," a ship of 500 tons, was set afloat fit at all points for sea for £2100; the "Vanguard," also of 500 tons, for £2600—or, allowing for the difference in the value of money, about £13,000 and £16,000 respectively.

The wages of an able seaman under Henry VIII had been sixpence a day, or calculated in meat, drink, and clothing, according to the prices of the beginning of the sixteenth century, equal to six shillings of our money. Out of this he found his own living. . . .

At the recommendation of the committee of 1583, five new ships had been added to the Navy, larger than any which were already afloat; the "Ark" and the "Victory" of 800 tons, the "Bear" and the "Elizabeth Jonas" of 900, and the "Triumph" of a thousand. The four last named had been commissioned before 1588. They had been constructed upon a new principle, introduced by Hawkins. The high sterns and forecastles were lowered, the keels lengthened, and the lines made finer and sharper. Old seamen shook their heads at the innovation, and foretold the usual disasters. They would be too crank, it was said, to carry sail. They were fit only for smooth water, and would founder in the heavy seas of the Atlantic. The Queen having paid dear for them, shrunk from experiments which might show her to have countenanced an expensive folly, and had preferred so far to keep them safe at their moorings in the Medway.

This was the condition of the Royal Navy of England when called on to face the most powerful fleet which had existed from the beginning of time—Froude's "History of England."

NAVY PROGRAM FOR 1920.

Twenty-nine battleships, manned by 40,000 men, will be maintained in active service after next March 1, according to the plans of the Navy Department as disclosed by Rear Admiral Coontz, acting chief of operations, in testimony before the House Naval Committee in connection with the 1920 naval appropriation bill. Eight other battleships will be held in reserve, he said, and will be manned by a two-thirds complement.

Other units of the navy to be commissioned after March 1 were given by Admiral Coontz as follows:

Seventeen cruisers for active service, with two or five in reserve, and manned by 12,000 men; twenty-four vessels in the patrol force, including gunboats and other craft, for which 3900 men would be required; 165 destroyers, 20,600 men; ninety-nine submarines, 4500 men; seventeen supply boats, 2498 men, 768 submarine chasers, 5400 men; seventeen Eagle boats, complement not given; forty-two transports, 20,000 men; thirty-seven mine sweepers, 2400 men, and eighteen submarine and destroyer tenders, 5200 men.

An aviation force of 6000 men, including aviators, ground officers and mechanics, is also planned after March 1, the admiral said, while the force of miscellaneous employees, including radio men, would number 20,000. Thirty thousand apprentice seamen will be in training under the navy's plans.

"Some of these war profiteers really believe that they are honest," said Secretary McAdoo the other day. "They look on their work exactly like a woman I know. She's a perfectly good woman, a churchgoer, and all that sort of thing, who wouldn't cheat any one out of a penny. But this same woman borrows eggs from the neighbors when eggs are 60 cents a dozen and pays the eggs back, egg for egg, when eggs are 30 cents a dozen."

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

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Labor News

Because organized brewery workers have assumed jurisdiction over workers employed in grain mills, with the approval of the A. F. of L. executive council, a change in name is necessary. This trade union will henceforth be known as the International Union of United Brewery, Flour, Cereal and Soft Drink Workers of America. The union also has jurisdiction over yeast workers.

The influx of women in wage-earning capacities because of the war is indicated by the annual report of the Civil Service Commission, which states that in the last fiscal year civil service examinations were taken by 137,620 women, as compared with 25,457 in the previous year. This, the report points out, is an increase of 441 per cent. in the number of women applicants, whereas the number of men increased only 122 per cent.

A contract between the National Zinc Company and Local No. 137 of the International Union of Mine, Mill and Smelter Workers of Springfield, Ill., provides for union recognition. No employee shall be permitted to work unless he had a paid-up union card. Where an employee expresses his intention of leaving his employment "the foreman of the department in which he is employed shall require said employee to show his union card or a statement from the secretary of the union before he is permitted to draw his time."

Massachusetts is undertaking to aid the United States Government in its attempt to make agriculture attractive to returning soldiers. The report of the special commission appointed by Governor McCall favors State acquisition of 200,000 acres of land to be divided into 40-acre farms. Secretary of the Interior Franklin K. Lane estimates that 1,000,000 men in the National army came from farms; and it is hoped that at least that many will go upon farms when peace comes. In Massachusetts there were 30,000 farm laborers and 36,000 farms before the war.

After the first of the year employees of the telegraph companies, now controlled by the Government, will receive annual vacations with pay at their regular ratings, as follows: All regularly assigned employees who have been in the service of the company continuously for two years or more shall receive two weeks' vacation and for one year's continuous service, one week's vacation. These leaves can not be saved up from year to year and thereby extended into a longer period. If the vacation is not taken, no additional compensation will be allowed.

The Pacific Coast Metal Trades Council has voted in favor of amalgamating all metal trades international unions into one organization. Metal trades councils will be asked to vote on the project and if the decision is favorable the Metal Trades Department of the American Federation of Labor will be asked to adopt the plan at its Atlantic City convention in June. The convention rejected the award of the United States Shipping Board (known as the Macy board). Advocates of amalgamation claim that this policy would check any attempt to play Eastern ship yards against those located on the West coast.

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The University of Washington has established a course in employment management, with particular reference to shipbuilding and lumber industries. The purpose is to train men to form a connecting link between the business and the men employed with a view to adjusting all differences.

A National Federation of State Unions of Co-operative Societies, and the starting of a movement to form a National Co-operative Wholesale Company to be located at Chicago, are two of the results that have followed the national conference of co-operators at Springfield, Illinois, in September.

Recommendations for water power development in northern and central California, made to the War Industries Board, by Major George F. Sever of the United States Army Engineer Corps, call for an increased production of about 170,000 horsepower in the next three years at a cost of $15,000,000 to $20,000,000.

Deaths from influenza, according to an estimate of the Census Bureau, greatly exceed the deaths among the American troops abroad. The number of deaths from influenza and pneumonia in the camps in this country are nearly equal to the number actually killed in battle among the expeditionary forces.

It costs the United States Government 50 cents a day to feed a soldier in camps in this country. Twenty years ago, according to the War Department, the daily ration — three square meals—cost 13 cents. During the Spanish-American war the ration cost 12.81 cents a day. In the campaign in Mexico it cost 25 cents a day.

The Union Pacific Railroad has set aside about $750,000 for building snow sheds in Wyoming. These sheds are made of reinforced concrete, and are built in such a way that they can be taken apart and moved to any portion of the road where protection from snow is most needed. Four of these concrete sheds are being built, the largest of which is 4470 feet.

Extension of the period of Government control of railroads for five years, until January 1, 1924, was recommended to Congress by Director-General McAdoo. Advantages of this, McAdoo said, are that it would take the railroad question out of politics for the present, give time for carrying on an extensive program of improvements, and provide opportunity for a fair test of unified control to indicate the permanent solution of the railroad problem. "The President has given me permission to say that this conclusion accords with his own view of the matter," McAdoo said, in concluding a letter addressed to Senator Smith of South Carolina and Representative Sims, chairmen, respectively, of the Senate and House Interstate Commerce Committees.

BUY WAR SAVINGS STAMPS

Domestic and Naval

Business men of St. Petersburg, across the bay from Tampa, Florida, are planning the organization of a shipbuilding plant with a capital of $500,000 to build barges and tugs.

Charles Piez, vice-president and general manager of the Emergency Fleet Corporation, is to succeed Charles M. Schwab as director-general of the corporation, it was said at headquarters of the Shipping Board in Washington, D. C.

Henry Ford announces that as soon as his plant at River Rogue has completed its Government contract for the "Eagle" boats it will be devoted to the "manufacturing" of canal boats on a large scale to develop inland waterways commerce.

Six men of the crew of the armored cruiser "Brooklyn" were killed and thirty others injured, some seriously, in an explosion of coal dust aboard the vessel last Monday at Yokohama, Japan, where she was coaling. The Navy Department was so informed in a dispatch from the commanding officer of the Asiatic fleet, of which the "Brooklyn" was flagship.

With the consent of the Navy Department, the commander of the U. S. cruiser and transport force has made public figures showing exactly the proportionate share of troops convoyed to France in American vessels. Of the entire Army of 2,079,880 men taken over, the statistics show 46¼ per cent. were carried in American ships, 43½ in British and the balance in French and Italian vessels. Of the total strength of the naval escort guarding all these convoys, the United States furnished 82.3 per cent., Great Britain 18⅛ per cent. and France 3⅛ per cent. In actual numbers of men transported, 912,082 were carried in American naval transports and 40,499 in other American ships; 1,006,987 were carried in British bottoms and 68,248 in British leased Italian ships, and 52,000 by French and Italian ships. From May, 1917, to November 11 last there were 391 sailings of American naval transports, 123 of other American troopships, 546 of British ships, and eighty-two of other ships. Not a single soldier of those carried in United States naval transports was lost.

There is much uncertainty anent the insurance of concrete vessels. Underwriters are not able to secure any data which will be of help to them to make a rough calculation as to the hazard in question, but after all this is not a great help, because a great proportion of the risk will arise out of damage due to particular average, and there are no means available of ascertaining how the vessels would stand damage from standing, for example. It is said that repairs would be more easily effected with concrete ships than with steel ships, but, on the other hand, there is no doubt that, in case of any disaster, the underwriters would be entirely in the hands of the surveyor, and it would be impossible to say how repairs can be effected, or what they would cost. Most ports can handle repairs to steel vessels, but it must be understood that, with a new venture like the construction of concrete ships, any repairs would have to be done by special experts, who would not be available in all ports of the world, so that delay and expense in repairs would be important parts of the work.

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11-6-18

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.
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122 E. 37th St., New York City

INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal.
11-6-18

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

News from Abroad

The House of Commons rejected by a vote of 196 to 115 a motion made by John Dillon, chairman of the Nationalist party, that the Irish question should be settled without delay on President Wilson's principle of self-determination.

A concession to lay and operate a cable from Rio de Janeiro to Cuba has been granted by the Brazilian Government to the Central and South American Telegraph Company. The completion of this line will completely encircle South America with telegraphic communication.

The Saskatchewan provincial legislature is expected to pass a law making it a punishable offense for any one suffering from social disease to marry. It is expected that a government certificate of mental and physical fitness will be required before marriage can take place.

The bill qualifying women for membership in the British House of Commons has passed the third reading in the House of Lords, after an amendment to permit peeresses in their own right to sit in the House of Lords and vote had been rejected by a vote of 33 to 14.

The proposal to build ships in India has, upon investigation, been abandoned because of the lack of skilled labor for building wooden vessels, and the necessity of importing practically all iron and machinery. Available plants and labor are more productively employed in other branches of industry.

During the war 2475 British ships were sunk with their crews and 3147 vessels were sunk and their crews left adrift, according to a statement by Sir Eric Geddes, First Lord of the Admiralty, in an address in support of a fund by the women of the empire to erect a memorial to British merchant seamen. Fishing vessels to the number of 670 had been lost during the period of hostilities and the merchant marine service had suffered casualties exceeding 15,000 men, Sir Eric added.

The origin and development of the Franco-Russian alliance may now be studied in a Yellow Book lately published by the French Government. The document comprises 107 letters exchanged between the foreign office and successive French ambassadors at Petrograd. The four sections of the correspondence deal respectively with the origins of the alliance between August, 1890, and January, 1892; the negotiations regarding a military convention in 1892; the conclusion of the convention in 1893, and the naval agreement between France and Russia in 1912.

During the war twelve spies were shot in the Tower of London, according to the report now current. Carl Hans Lody, alias Charles A. Inglis, who at one time was a resident of Omaha, Neb., was the first to be executed. The women spies were sentenced to death, but both were reprieved, the sentences being commuted to long prison terms. One of the women, Lizzie Werthe, regarded as very dangerous, was tried in company with a man named Rowlands. Rowlands was executed. This couple made frequent journeys between London and Rosyth, Scotland, and obtained information regarding the movements of the British fleet. This information, however, it is declared never reached Germany.

BUY WAR SAVINGS STAMPS

With the Wits

"I saw a big policeman take a tumble on a piece of banana peel." "I see. A fall in copper security."—Baltimore American.

"Look here," said the irate diner, "there's a fly in the butter." "That isn't a fly," commented the waiter; "it's a moth. And that isn't butter; its margarine. Otherwise your assertion is correct."—Tit-Bits.

"So you are engaged, eh?" "Yes, auntie." "And can the young lady use a needle?" "Can't even put one on a graphophone properly. She was raised to be an ornament."—Louisville Courier-Journal.

"If I kissed you, would you call anyone?" "Why should I?" asked the girl. "There's nobody in the house but my sister and the cook, and they both have beaux of their own."—Louisville Courier-Journal.

From a little girl's essay on Men: "Men are what women marry. They drink and smoke and swear. They don't go to church like women do. Both men and women sprang from monkeys, but women sprang farther."—Tit-Bits.

A student coming to a hard question on his examination paper wrote for his answer: "God only knows, I don't." The paper came back with the following correction in the professor's handwriting: "God gets the credit; you don't."—Boston Transcript.

"Have you no potted geraniums?" "No. We have some very nice chrysanthemums." "I must have geraniums. They are for my wife." "I'm sure she'd like these chrysanthemums." "You don't understand. The geraniums are to replace some I promised to care for while she was away."—Kansas City Journal.

"Seems to me," said Mammy Chloe, "dat sometimes you'd rather sleep than eat." "Speck I would," answered Pickaninny Jim. "'Cause when I's asleep I's liable to dream about fried chicken an' spareribs an' sweet potatoes an' watermelon—an' I ain' seen no sech dinner as dat in a long time."—Washington Star.

Children's Accounts

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There is no standard of education required of a pupil entering the School, for no matter how ignorant the seaman may be, even in the rudiments of common education, Captain Henry Taylor will teach and raise him from the depths of ignorance to the height of the average well-informed man, and in a comparatively short interval of time.

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE WAY TO SOCIAL JUSTICE.

A Review of the World-wide Co-operative Movement.

That the workers must unite as producers—as workers per se—is evident to all who think. That they must unite as citizens—politically—to secure beneficial legislation is generally conceded. That they should unite as consumers is only beginning to be recognized in America, although it has made striking progress in the old world. But the tremendous power that will arise from a scientific co-ordination of all the three forces—Unionism, united political action, and co-operative trading—is understood by few indeed. To-day hordes of useless agents, bankers, auctioneers, storekeepers, etc., are rapidly becoming wealthy out of the profits wrung directly from the wages of the workers. Most of this wealth can be saved to the workers as soon as they put into practice the principle of co-operative trading. The following instructive paper on this subject was especially prepared for the Journal by Mr. James P. Warbasse, President of the Co-operative League of America.

Modern industrial life tends to creat human hostilities. Co-operation is opposed to this. The co-operative movement aims to set people working together for their common good. It is based upon the natural human impulse of mutual aid which is the most salutary force in society. Its purpose is to substitute co-operation for antagonism. This it proceeds to do through a democratic movement which invites all the people of the world to join it, and to unite in administering their own affairs. It is making people their own storekeepers, wholesalers, manufacturers, bankers, insurance companies, mine owners, and administrators of their civic affairs. It is the movement which solves the problem of the high cost of living. All this it does. If it is an utopian dream, it is a dream come true, for it is an accomplished fact. Its merit is that it is practical. Its philosophy is natural.

In looking over the whole field of human interests we find one thing which is coming to all beings. They differ in religion, occupation, productivity, and habits of life, but all are consumers. All things of use should have for their ultimate destiny to be consumed, to go into the elements of society—to nourish, sustain, develop, beautify. Food, housing, clothing, music, art, recreations, and learning are the great fundamental needs.

The important requisites for co-operation are loyalty, and friendship toward one's fellow men. A group of people who are capable of fidelity organize as a consumers' society to supply for themselves their simplest wants. They buy at wholesale in common such things as eggs, butter, fruit, vegetables, coal, meat and coffee. They take for themselves the profit which had previously gone to the private merchant. Their society grows larger, and presently they run their own store, and distribute to themselves all of their foodstuffs, clothing, and household goods. This is the simple and unostentatious beginning of an organization of infinite possibilities. The basis of such an organization must be democratic; otherwise it fails. The necessary share capital must be raised, preferable by the one-member-one-share principle. The essentials for success are: (1) One member one vote; (2) interest not above the current or legal rate; and (3) returns to members based on the amount of purchases which each member makes.

In the course of time, after a number of such societies have developed, they will find that the total amount of purchases they are making is so great that they can unite in the organization of a wholesale society, and thus take the next step and cut out the profit of the wholesaler. When still more societies have grown up and the membership has become sufficiently great, the wholesale society, instead of buying from the importer and manufacturer, imports and manufactures for itself. When this last step has been taken the economic problem is solved; the gamut is run; people are then producing and distributing for themselves; and are no longer at the mercy of competitive business.

Still, securing commodities at the cost of production is the least of the purposes of the co-operative movement. It aims at more important things. It takes advantage of the organization of people who have common needs, and introduces insurance against sickness, death, unemployment, accidents, and old age. It provides pensions for motherhood, makes loans to members, carries families on credit in the event of sickness or unemployment, organizes banking, provides housing, recreations, clubhouses, medical and nursing care, hospitals and sanitariums. And beyond this there is still a greater benefit which accrues to the co-operator. It is not alone that the things he needs are made more easily accessible to him; that he is freed from the dangers and costs of diseased and adulterated food; that he is spared exploitation by the agencies of profiteering; that pensions, insurance and housing are made possible for him; that recreations, art and education are rendered accessible. Co-operation does a greater thing than all these. It awakens in the soul of man a new spirit. It makes him a co-operator. It takes hold of the fundamental and primitive instincts—to help one's fellow man, to be kind, to be generous, to render mutual aid—and encourages them. It organizes a society in which people learn by practice that the concern of one is the concern of all, and that no man can cheat or be cheated without his neighbor also suffering.

What has co-operation done? In England in 1844 twenty-eight poor weavers with no better destiny than the poorhouse before them, organized the Rochdale Equitable Pioneers Society, with a store with only four commodities, keeping open only in the evening. They had the vision and the philosophy. From that small beginning there has never been a recession now for three-quarters of a century. Year after year unfailing success has crowned the movement. To-day the co-operative movement in Great Britain embraces one-third of the total population. For forty years the movement has been growing five times faster than the population has increased. During the war the increase has been ten times faster.

At the present time, co-operative societies of Great Britain distribute $1,000,000,000 worth of commodities to their members annually. The "profit" or, more properly speaking, the savings to their members amount to $100,000,000 a year. Of this amount $65,000,000 is returned in cash to the members in the form of "dividends." The British Wholesale Society supplies 1200 societies. It owns its own steamships. It has fourteen great warehouses. It gives lavishly of its great resources toward welfare work. It is the largest purchaser of Canadian wheat in the world. Its eight flour mills are the largest in Great Britain. These mills produce thirty-five tons of flour every hour for the people who own the mills. The co-operators of Glasgow own the largest bakery in the world. The British Co-operative Wholesale owns sixty-five factories. Their soap works make 500 tons of soap a week. They produce 5,000,000 pairs of boots annually. They conduct three great printing plants. Their 24,000 acres of farms in England produce vast quantities of dairy products, fruit and vegetables. They have recently purchased 10,000 acres of the best wheat lands in Canada. They own their own coal mines. Their last purchase was the Shilbottle coal mine, bought only during the past year. They own 2300 acres of tea plantations in Ceylon and vineyards in Spain. In Africa they control vast tracts of land for the production of olives from which oil for their soap factories is procured.

These organizations of consumers—springing from the little society of Rochdale—now bring their own currants from Greece to be made into plum puddings in their own factories. The British Co-operators now produce almost every commodity. Watches, furniture, tinware, machinery, clothing, tobacco, chemicals, leather-goods, corsets and brushes are among their products. Their total output is five times greater than that of the private manufacturers in the manufacturers' association. Their welfare work embraces almost every branch of human service. They conduct life-saving stations on the coast, and administer large funds for the relief of sufferers from famine and unemployment. Their banking department is next to the Bank of England in importance. One-half of the industrial life and accident insurance business in Great Britain is done by the Co-operative Society, and at one-tenth of the cost which the profit-making companies pay.

The British Wholesale Society did a business of $217,000,000 in 1914; in 1917 it was $300,000,000. The Scottish Co-operative Wholesale Society is a federation of 264 consumers' societies. In 1916 it did a business of $75,000,000, manufactured $24,000,000 worth of goods and carried a reserve and insurance fund of nearly $5,000,000. The British Society employs about 200,000 people. This vast business is carried

ers for the 15,000,000 people who are producing and distributing for themselves.

The continental movement is still greater. Germany, France and Italy have more societies and membership than England, Scotland and Ireland. Russia, before the war, was weak in co-operative societies. But with the growth of the revolutionary movement the societies increased until the Russian movement now has become the greatest in the world. There are in Russia 50,000 co-operative societies, with 15,000,000 members. Upon the basis of the head of a household representing five people, this means 75,000,000, which is nearly one-half of the population. The People's Co-operative Bank in Moscow does a business of $1,000,000,000 yearly.

The Belgian Co-operative Movement is peculiar. The surplus savings are not returnable to the members in the form of cash but are employed for social welfare purposes. These funds are used for doing for the members of the co-operative societies what the socialized state does for the people in Germany. Old age pensions, life insurance, insurance against sickness and unemployment, maternity benefits, and medical and nursing care are provided. Those beautiful buildings in Belgium, "the houses of the people," are owned by the co-operative societies. They are community centers, used for meetings, dramatic presentations, forums, schools and recreations. This movement of the people has been doing in a voluntary society what the political state in Germany has been doing. In the first instance the people control their affairs; in the second instance the state controls.

All of the countries of Europe except Turkey have progressive co-operative movements. In Denmark, more than three-fourths of the population are embraced in co-operative societies. This little country is rapidly becoming a nation of co-operators and is already developing a superior culture.

During the war the co-operative movement has saved the people of the suffering countries from being quite at the mercy of the profiteers. At the beginning of the war when private tradesmen in England had put up the price of sugar to 12 cents a pound the co-operative societies continued to sell it to their members at 5 cents a pound, and people stood in lines waiting to join these societies. The countries which had a co-operative movement and in which the profiteers did not dominate, appointed the co-operators to administer food control. This was done in Switzerland, Denmark, and Holland. Russia did it immediately after the revolution. France, Germany and Austria have more recently done it. The French Government has this year gone so far as to promote the organization of co-operative societies among the soldiers. These societies run their motor vans among the camps and supply the soldiers with the things which formerly private tradesmen had made profits of from 20 to 200 per cent. in supplying.

In America we have a rapidly developing movement. While there are all kinds of spurious co-operative organizations, there are fully 1000 true co-operative distributive societies. There are splendid groups of societies in the Northwest and throughout the Northern States. Another group has developed about the United Mine Workers in the Central States. In Pennsylvania, West Virginia and Ohio are some of the oldest and most successful societies. Throughout the rest of the country are scattered organizations. The Southern States and Eastern States are poorest in co-operation.

Aside from these distributive societies in the United States, there are five co-operative wholesale organizations, one of which has gone into manufacturing. This wholesale organization at Seattle, Washington, has organized a grist mill and two milk condenseries. It also conducts a successful laundry.

A co-operative society is started by a group of people, preferably belonging to organized labor, each making a contribution toward the share capital. Shares usually are placed at a valuation of from $5.00 to $25.00. Some societies charge less, some more. Commodities are bought at wholesale and sold at the prevailing retail market price. Out of the surplus savings which accumulate, a certain percentage is used to pay interest on capital, a certain amount is set aside as a reserve fund, part is appropriated for education and propaganda, and the balance is either used for general welfare purposes or is paid back to the members as a savings-return. In Great Britain for the average family this saving usually suffices to pay the rent. This means that by belonging to the co-operative society the society gives house rent free. Most societies require that only a small deposit be paid down to join. In England it is 25 cents. The savings returns, or "dividends" as they are called, are then applied to the payment for the share until it is fully paid for.

The savings system is usually declared quarterly. The more the family buys at the store the more money it gets back at the end of the quarter. The store should not sell on credit. The society should maintain active committees on management, and on education and recreations. No society should start without first getting advice and instructions from some other successful society or some central organization. This is the function of the Co-operative League of America.

People who are capable of solidarity should seize upon this great growing movement and make it an instrument for their economic redemption.

DANISH-ICELANDIC AGREEMENT.

The following text of the proposed Law of Confederation, to go into effect December 1, regulating the political relations of Denmark and Iceland, is translated from the Christiania Stavanger Aftenblad.

Denmark and Iceland are free and sovereign states united by a common king.

Danish citizens in Iceland are to enjoy equal rights and privileges with the citizens of Iceland, and vice versa.

The citizens of each country are exempt from military service in the other country. Access to fishing within the maritime jurisdiction of both countries is equally free to Danish and Icelandic citizens, regardless of residence.

Danish ships in Icelandic harbors have the same rights as Icelandic ships, and vice versa.

Denmark will act in Iceland's behalf in foreign affairs. In the Ministry of Foreign Affairs there will be a representative appointed in consultation with the Government of Iceland and familiar with Icelandic conditions. Attaches who are well informed on Icelandic affairs shall be appointed to the already existing consulates and legations. All agreements entered into by Denmark with foreign countries and already published shall, in so far as they concern Iceland, be in force for that country also. Agreements ratified by Denmark after the proposed Law of Confederation has gone into effect shall not be binding upon Iceland without the express consent of the Icelandic authorities concerned.

Until such time as Iceland shall decide to take charge of the inspection of fisheries in whole or in part, this duty will be performed by Denmark under the Danish flag. The monetary system shall continue to be the same for both parties as at present, so long as the Scandinavian monetary system exists. Should Iceland desire to establish her own coinage, the question of acknowledgment by Sweden and Norway of the coins and notes stamped in Iceland will have to be settled by negotiation with those countries.

Denmark's Supreme Court has jurisdiction in Icelandic cases until Iceland shall decide to institute a supreme tribunal of her own. Until then one member of the Supreme Court shall be an Icelander.

Matters of importance to both countries, such as coinage, trade, customs, navigation, mails, telegraphs and radio telegraphs, administration of justice, weights and measures, as well as financial arrangements, shall be regulated by agreements of the authorities of both countries.

The sum of 60,000 kroner contributed annually by Denmark to Iceland shall be discontinued, and instead Denmark shall establish two funds of 1,000,000 kroner each, one at the University of Copenhagen and one at the University of Reykjavik, for the promotion of intellectual intercourse between the two countries.

There shall be established an advisory body of at least six members, one-half from Iceland and the other half from Denmark, to be appointed by the Alting and the Rigsdag respectively, to deal with any bills brought forward in the Parliament of one country which also touch the interests of the other.

If differences of opinion should arise concerning the provisions of this Law of Confederation which cannot be adjusted by the Governments, they shall be laid before a court of arbitration consisting of four members, two to be appointed by each country. This court of arbitration shall settle differences by a plurality of votes, and in case of a tie the matter shall be submitted to an arbitrator appointed alternately by the Swedish and the Norwegian Governments.

This Law of Confederation may be revised until the year 1940 upon the request of either the Rigsdag or the Alting. The agreement may be abrogated only by a two-thirds vote of each Parliament, which must afterwards be confirmed by a plebiscite.

Denmark will communicate to foreign powers its acknowledgement of Iceland as a sovereign power in accordance with the provisions of this Law of Confederation. At the same time Denmark will announce that Iceland declares itself to be perpetually neutral and has no naval flag of its own.

SUBSTITUTE FOR GASOLINE.

One of the most interesting commercial ventures recently undertaken in South Africa is the manufacture of natalite, or motor spirit, which, it is claimed, will probably in time largely displace petrol (gasoline) for driving machinery and particularly motors. Natalite is made from treacle obtained from the sugar estates, which is brought to the siding at Merebank and then drained into 250,000-gallon tanks. Thence the treacle is led through pipes into mixing tanks, and then run into large vats, whose holding capacity is about 10,000 gallons. Here it is fermented. Thereafter the treacle is pumped up into a receiver on the top story, and the wash turned into a still. From this receptacle it passes into a heater built in columnar form, and after certain automatic regulations the spirit is separated from the wash rising in the column, while the wash, known as dunder, emerges from the bottom still into a tub, when it is carried through piping on to the company's land for fertilizing purposes. The spirit vapor passes through two copper columns and a still, in which the "good spirit" is separated from the "best" of seventy over proof. The best grade is used for the preparation of natalite, the weaker for making methylated spirit. Finally, after the different qualities have been pumped into the mixingroom and dealt with, they are "racked off" in various sized drums and tins.

Plenty of worms live in the sea, and some of them are very beautiful creatures. But the so-called "silkworm of the sea"—the designation being purely figurative and poetical—is a bivalve mollusk properly known as the "pima" and native to the Mediterranean. It spins a silk so beautiful that in ancient days the fibre was reserved exclusively for the weaving of royal garments. This silk is spun by the mollusk to furnish an anchor line by which it fastens itself to a convenient rock. It is extremely fine and very strong. Cleaned, dried, and passed through combs, it is reduced to delicate threads of a lustrous brownish yellow hue, which are woven into gloves, stockings, and other articles. A pair of stockings of this material to-day costs $6.

An ordinary marching soldier takes an average step of thirty inches and in traveling one mile each foot strikes the ground 1000 times.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

A. F. of L. Reconstruction Committee.

The St. Paul Convention of the American Federation of Labor adopted a resolution authorizing the executive council to appoint a committee for the purpose of making a study and investigation of the subject of reconstruction after the close of the war. Reconstruction of a practical character to deal with the problem in as comprehensive a manner as possible and to meet at least the immediate needs to emerge from an industrial life of a war basis to a peace footing.

President Gompers announced that in compliance with the above direction the executive council appointed the following representatives of labor as the committee:

John P. Frey, International Iron Molders' Union.

A. O. Wharton, Railroad Employees' Department, A. F. of L.

John Moore, United Mine Workers of America.

G. W. Perkins, Cigarmakers' International Union.

Matthew Woll, International Photo Engravers' Union.

The reconstruction committee met and organized and laid the basis for the investigation and will at as early a date as possible, consistent with the importance of the duties devolved upon it, submit the report to the executive council, and when approved will be published broadcast.

It is confidently anticipated that the work of the committee will contribute much toward shedding light upon the problems and to make suggestions which shall meet the situation and will receive the hearty support of all who are vitally interested in this great subject.

Hazards of Workers Hinder Wage Saving.

"It is very difficult, if not practically impossible, for the wage-earner to save for old age on account of the sickness and unemployment hazards to which he is exposed,"

The above is one of the interesting statements by Rev. Dr. John O'Grady, who has directed a survey in Ohio for the Ohio Health and Old Age Insurance Commission to ascertain how men past 50 years of age fare in different occupations.

Hamilton, with 40,000 population and 15,000 wage-earners, was chosen for one survey, and a smaller survey was made in Cincinnati. More than 1800 persons over 50 years of age were studied—1432 in Hamilton and 416 in Cincinnati. Information was obtained first hand.

The most striking thing found was that a large majority could not or did not save for old age, and of those who did save only a very small percentage were able to save sufficiently to make themselves secure, others acquiring a small home worth $1500 to $3000.

Sickness and accident proved far more serious than old age as a cause of dependency during advanced years, it being found that where bad health did not interfere the aged were able to get along, and strictly old-age dependency did not begin until 70 years of age had been reached.

In commenting upon the condition, Rev. Dr. O'Grady said that there is established "a very close connection between industrial accidents and sickness and superannuation."

The all-around skilled mechanic has a longer working life than the unskilled or master of but one process. The workmen themselves believe that health is the greatest factor in staving off dependency and freely said that this depended upon the care workmen took of themselves.

"There is none," says Dr. O'Grady, "for whom the problem of old age is so serious as for the widow whose husband has died and left her propertyless. The fact that her husband's death is usually preceded by a long period of sickness makes it more than likely that there will be little left for the maintenance of his aged wife."

The survey also shows that while dependent aged people may expect support from children before they are married, "after marriage the parents can so longer rely on them with any sense of security."

No matter how much is done to prevent superannuation there always will be a large problem either because workers are crippled by sickness or accident or because they have become too old to work, it is stated.

Can Men Be Made to Vote?

At the recent election Massachusetts adopted a Constitutional amendment empowering the Legislature to pass a compulsory voting law, and now the Boston Globe asks how can you make men vote if they don't want to.

The newspaper believes, of course, that every voter should exercise his right of franchise, but the question is how can this be accomplished.

"By means of the check list," says the Globe, "the registered voter may be discovered and penalized if he stays away from the poles. But who is to be certain that all are registered? And even if the voter is dragooned to the polls, what is to prevent him, under the Australian system, from turning in a ballot without a single mark upon it'

"Would it do the State any good to increase the proportion of blanks? Indeed, is the ballot of the unwilling voter worth while, anyway? If a man does not have the interest to go to the polls of his own accord, it is arguable that he is so slight a civic asset that the community is better off without his vote.

"Other States have compulsory voting in their constitution; none has it in practice. There is an opportunity for Massachusetts to be the pioneer, but there may be other roads better worth breaking."

Schwabs Likes Unions If Run Right.

At the reconstruction conference of the Chamber of Commerce of the United States of America Charles M. Schwab of the Bethlehem Steel Company said he believed in labor organizations—provided, of course, they are run right.

About the same time Mr. Schwab was orating President Grace of the Bethlehem Steel Company was asking the National

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London, E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1 B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, **Durban, Natal.**

World's Workers

By mutual agreement between the British Engineering Employers Federation and the engineering trade unionists, it has been decided that the question of the recognition of shop stewards in the Amalgamated Society of Engineers should be dealt with on a national basis at an early conference.

The London County Council is offering over 200 trade scholarships to boys between 12½ and 16 years, whose parents reside in London. The scholarships provide free education, with maintenance grants ranging from £6 to £15 a year, at trade schools approved by the council. The scholarships are for one, two, and, in certain cases, three years. It is intended to prepare the scholars, upon leaving school, to be able to take apprenticeships or employment in skilled trades. Instruction will be given in engineering and allied trades, building trades, furniture and woodwork trades, motor-body building, book production, silversmithing, photo-engraving, and photo-process work, also cookery and waiting.

A counseling vice on the industrial situation in the period of reconstruction is heard from Japan in the person of Baron Shibusawa, foremost financier and business man: "The prosperity the war has brought to Japanese business and industrial circles has been due to an extraordinary economic situation, and it may be regarded as doubtful whether it has done good or harm to the country. The rice riots, for instance, may be considered as one of the by-products of the war. The great rise in the cost of living has brought about a revolution in the economic life of the country and has materially widened the gulf between the rich and poor. . . . Here is a social problem of great importance, which it would do well for the capitalist to ponder. What is urgently needed of business men is character building, as most of them are sadly lacking in moral training, and they should be taught the duty they owe to their country. Otherwise they will be overwhelmed by a social cataclysm."

Robert Blatchford once went down into a coal mine in the North of England. In a little book called "Fantasias," printed over twenty years ago, he described how he and his companions were placed in a cage and shot down a chimney half a mile in depth and at a speed that took their breath away. Arriving at the bottom of the shaft, they traversed various subterranean channels until they came to where the "goblins" of this underworld plied their calling. Stripped to the waist, dirt-begrimed, and with tiny lamps glaring and sputtering on their headfronts, they chopped away at the face, and laughed when the visitors sprang back as the coal "talked." The overwhelming tragedy of the miners' industrial existence flashed into Blatchford's mind—and he wondered why they did it. "How ever did you get these men to come down here?" he asked the undermanager. "Do you set traps for them up above and catch them?" "Oh, no," replied the official. "Why, these men can earn two pounds a week!" And that was the explanation—in the case of all miners in all climes. The economic factor was the reason.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Anderson, Morris
Antonsen, N. H.
Andersen, Otto K.
Bredon, Hans
Bergh, Borge
Carlsson, Axel
Cariera, P.
Clay, Henry
Collins, Ed.
Davis, Oroville
Engstrom, Erick
Eklund, Swen
Ellingson, Billy
Fosberg, Leonard
Frost, Peter
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Hansen, Aksel
Hederman, H. C.
Hederstrom, T.
Holmstrom, Hjalmar
Hakanson, Axel
Hoek, A.
Hammarquist, Gust
Halvorsen, Harry
Iverson, Tom
Irmy, Fred
Johnson, Gunnar
Johansen, N. A. -1604
Johansen, Fred
Johanson, John
Johanson, John A.
Johansen, Carl
Jacobsen, John
Johnson, K.
Johnson, Ole
Johnson, Chas. A. -2044
Jonassen, Johannes
Jacobsen, Telegram
Johansen, Fred
Johansen, C.
Kallas, M.
Lundin, Arthur
Lechemus, Bill
Lill, Karl
Lyngnes, Chris
Malmquist, Gus
Molander, H.
Miller, John
Mourice, Francis
Monson, Chas. C.
Nurmi, Taini
Norstrom, Hans
Olsen, Ole W.
Olson, Andrew
Peterson, K. E.
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Ryden, Oscar
Raaum, Harry
Rasmussen, J. A.
Swenson, Nickolaus
Spence, Oswald
Sodergren, Oscar
Shlieman, F.
Stringer, E.
Salo, Oscar
Turman, Arthur
Terkki, Arthur
Thornlund, John N.
Wrig, Claus
Winberg, Oscar
Williams, Edward A.
Warkala, John
Zunderer, Theo

Questionnaires.

Aldo, Kusta Nestar
Axelson, Erik
Anderson, Sven
Christensen, Ole Martin
Doage, Sigvald
Grenlund, Oskar A.
Hanson, John August
Holm, Frank
Jacobsen, Gustav E.
Johansen, N. A.
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Koso, Peter
Kallas, Martin
Ringvall, Victor
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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

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Hansen, Andrew
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Holkestad, Marelius
Karbo, Eldar
Karlson, Wm.
Lauritsen, G.
Lewons, J. B.
Maki, Fred
Minich, B. I.
Morgan, L. M.
Mogstad, John
Olsen, O.
Olson, Gust
Olson, J. C.
Olson, John Oscar
Olson, Nels
Ohman, L. P.
Rajatta, Edwin
Rasmussen, Martin
Rasmussen, Robert
Sandanger, Ole
Sandbeck, George
Sandvik, Harold
Smith, C. H.
Smith, Merle
Walin, Gust.
Waiknopa, Herman
Wilson, O. K.
Wilson, Osvald
Andersen, Jens
Armstrong, W. N.
Borgen, Knut
Bugden, Edward
Caldio, C. D.
Carlson, George
Carlson, Hjalmar
Dahlquist, Carl M.
Fenlon, Edward
Frederickson, Andrew
Johnson, Nils
Jensen, J.
Jacobson, Paul M.
Laugula, Waino
Larsen, Harold
Larsen, Hjalmar
Larson, Jens
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Norton, Emil
Norton, P. A.
Parks, Harold, A.
Paulson, Peter
Palmer, L. L.
Pedersen, Albert
Peterson, Andrew K.
Petterson, C. H.
Ranta Hjalmar
Rasmussen, Peter
Rudsit, Fred
Sather, Harold
Sather, P.
Simonsen, Hans
Schuppel, John A.
Tardiff, Geo. H.
Taylor, T. G.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Pacific Coast Marine.

The Pacific Mail Steamship Company has declared an extra dividend of $1 a share and the regular semi-annual dividend of 50 cents a share, both payable on and after December 16 to all stock of record December 2.

Captain Milton Thwing, a pilot, began suit in the United States District Court at San Francisco during the week against the steamship "San Pedro" for $63, said to be due as pilotage for taking the "San Pedro" to sea last February.

The Patterson MacDonald Shipbuilding Company of Seattle has launched the auxiliary schooner "Babinda," the seventh vessel built by that firm for Australian interests. The "Babinda" is a 4200-ton wood craft, and will be commissioned shortly after January 1.

Portland shipyards have launched 144 vessels, with a total tonnage of 633,250 tons since January 1, 1918, according to figures compiled on December 19. Of this number, 110 are wooden carriers and thirty-four are steel freighters. The aggregate tonnage of the steel vessels is 250,600 and that of the wooden ships 373,650 tons.

Alexander & Baldwin, Seattle agents for the Matson Navigation Company of San Francisco, announced the re-establishment of a line from Seattle to Honolulu by that concern. The plans involve the operation of several new steamships building for the United States Shipping Board.

The fourth section of the new Skinner & Eddy drydock has arrived at the Seattle plant from Port Blakeley. The fifth and last section will be delivered about January 1, and the dock will be in operation shortly after. This will give Seattle three docks with lifting capacity of between 10,000 and 17,000 tons, and two more of between 2500 and 3500 tons.

Skinner & Eddy of Seattle have delivered the 8800-ton steamship "West Cressy," the thirty-first product of the plant completed for the United States Shipping Board. The big ship averaged 12.46 knots on her trials, and underwent the first of the new progressive speed tests inaugurated by the Shipping Board for official trials. She was turned over to the Navy.

Captain Robert R. Waesche, United States Coast Guards, superintendent of naval communication, and Charles E. Martin, civilian supervisor of telephonic communication for the service, are at Eureka to inspect Table Bluff and Trinidad station. Later they will go to Crescent City to make preliminary arrangements for connecting that city with Northwest Seal Rock light station by telephone cable.

Despite the tendency of some of the wooden ships to leak and give their operators an occasional bit of trouble, shipping men seem to have enough confidence in the quickly built craft to submit figures for charter, according to Shipping Board officials. It was announced that several offers had been received, but that no action will be taken until more are listed. The Shipping Board refuses to divulge the names of the bidders, until everybody has had a chance to tender his offer.

Captain L. E. Mason, former master of the steam schooner "F..S. Loop," and twelve members of his crew, were bound over to the Federal Grand Jury by United States Commissioner R. W. McClelland at Seattle, on December 19. The action is in consequence of the discovery by Federal agents of nearly 1000 quarts of whisky concealed in a false ceiling in the boat's bridge and other places about the vessel last November, after the schooner's arrival from San Francisco.

San Francisco Bay navigation was menaced during the past week by portions of the steamer "Sehome," according to the captains of ferry and other craft. The greater part of the deck and superstructure and the cabins floated off Sausalito and Alcatraz, and the navigators had to steer carefully in order to keep from ramming the debris. The hull and some of the machinery are reported to be still in the mud off El Campo. No additional efforts have been made to salvage this portion of the wreck.

The Port of Astoria Commission has sold $250,000 of its bonds. This money is to be used for work on several improvement projects. Among the most important ones which have been authorized are building an extension to the main warehouses on port docks; new administration quarters; a belt line railroad around Smith's Point to the McEachern shipyard and the Astoria paper mill; the construction of a 15,000-ton floating dry dock, and the erection of a third pier at the port property with a modern warehouse for handling import and export traffic. These projects will represent an expenditure of approximately $2,500,000.

The cod fishers of the Grand Banks, those captains courageous whose lives are a romance of peril and pluck, will have to look well to their laurels and their bank rolls, for Japanese fishermen have entered the cod field and are after the business. Two Japanese cod fishers are somewhere on the Pacific today, not very far from San Francisco, en route to Yokohama and the cod banks of Japan. They are the "Tembo Maru" and the "Sobo Maru" and they will be gone until some time next fall. These schooners are the vanguard of the Japanese cod fishers' fleet which has entered into direct competition with the Yankee cod men. A third schooner, the "Ichikawa Maru No. 2," is in San Francisco Bay. The remainder of the fleet, it is expected, will outfit in Japan. The Japanese schooners are operated by the Pacific Trading Company and will bring their catch to Glen Cove, where the company has a cannery. The "Tembo Maru" and "Sobo Maru" were towed to sea by Crowley tugs.

Three vessels of the Hercules Powder Company, which have been operating out of San Diego in the kelp harvesting trade during the war, have been sold to the Standard Oil Company. The vessels were the seagoing tugs "Infallible" and "Creswell" and the floating machine shop "Hercules." The Hercules Company secured $10,000 for the "Infallible," $11,000 for the "Creswell" and $8000 for the "Hercules." The vessels have left for Santa Barbara. Later they will be sent to El Segundo. The Hercules Powder Company probably will dispose of the three kelp harvesters "The Kenvil," "Bacchus" and "Joplin" and a fleet of five ocean-going barges within the next week. Bids for these vessels have been received from ship operators throughout the entire country. It is reported the barges will be purchased by Thomas Crowley, San Francisco launch operator. The barges have an average capacity of 500 tons. The huge $4,000,000 plant of the Hercules Company, located at Chula Vista, two miles south of San Diego, is being abandoned. The plant was a war product.

After suspending ten months, commercial radio communication between San Francisco, Hawaiian Islands and Japan was resumed on December 19. Lieutenant-Commander C. R. Clark, Pacific Coast communication superintendent, says Government stations will handle the traffic. The San Francisco station is at South San Francisco and the Hawaiian station at Pearl Harbor. The Japanese station at Funibashi is controlled by the Japanese Government. Under the Government plan, messages for Japan will be received only from San Francisco and bay cities. Messages may be filed in any part of the United States for the Hawaiian Islands. Western Union offices will receive messages for delivery to naval stations. Due to congestion and the limited service, only full-rate messages will be accepted. All messages will be subject to censorship. Information concerning the certain codes which may be used may be had from the office of Chief Cable Censor, 22 Battery street, San Francisco. Before the war private interests handled commercial radio traffic to Japan. This service was suspended February 21, this year.

Plans to remove a discrimination against San Francisco in favor of Seattle in the payment by the railroads of the cost of transferring export and import shipments from car to ship and ship to car are being worked out by the United States Railroad Administration. Heretofore the railroads have allowed the port of Seattle $1 a ton for loading and unloading costs, while for the same service at San Francisco only 45 cents has been allowed. This was announced unofficially by R. H. Countiss, representative of the Railroad Administration, at a conference held at the Ferry building to discuss the problem of unifying a system for levying and collecting port charges along the Pacific Coast. The conference was attended by representatives of the Chambers of Commerce and port administration bodies of Seattle, Los Angeles, Portland and San Diego, as well as officials of the Federal Railroad Administration and California State Board of Harbor Commissioners. Countiss said that instead of the railroad absorbing $1 a ton in Seattle and only 45 cents a ton in San Francisco, it was proposed to absorb the same amount at every port, or eliminate the charges entirely. He told the delegates that the United States Railroad Administration was in sympathy with and would support efforts of Pacific Coast port authorities to establish a uniform system of charges.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
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and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
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NEW ORLEANS, La.....400½ Fulton Street
MOBILE, Ala.....104 S. Commerce Street
PROVIDENCE, R. I.....27 Wickenden Street

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Agency:

GLOUCESTER, Mass.....163 Main Street

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Telephone Hanover 240.
ASHTABULA, O.....85 Bridge Street
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, MICH.....44 Shelby Street
Telephone Cherry 342.
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

The Seamen's Journal

Published weekly at San Francisco
BY THE
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Established in 1887

PAUL SCHARRENBERG.....Editor
S. A. SILVER.....Business Manager

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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

Entered at the San Francisco Postoffice as second-class matter. Acceptance for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917, authorized September 7, 1918.

NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, DECEMBER 25, 1918.

MODERN BUCKO METHODS.

The current issue of the Australasian Seamen's Journal contains an almost unbelievable account of downright brutality by the master of an American vessel at Fremantle, Western Australia.

We quote our contemporary:

Few cases have attracted more attention in Australian marine circles than that of William Wright, a sailor on board the American schooner "Gamble," Captain Lund, which arrived at Fremantle some days ago. The landing staff of the Customs Department carried out the usual routine of inspecting the ship's crew, and in the course of that procedure called upon the ship, through the captain, to lodge a bond of £100 in respect of a member of the crew, name stated above, who, they considered, on account of his advanced age, 65 years, was likely to become a charge on the State. The captain declined to provide this bond as a guarantee that the man would not desert, but took other extraordinary precautions.

Mr. T. McSharer, the local representative of the Australasian Seamen's Union, was informed of certain circumstances by the wharf laborers who were employed on the vessel, and he immediately made inquiries by approaching the naval authorities for permission to board the vessel. For six days Wright had been in irons under the forecastle head of the vessel, and in full view of those working on the vessel. His hands were secured by handcuffs, and on one ankle was fixed a trace chain, which was shackled to a ringbolt in the deck so securely that escape was impossible. The man was suffering from dropsy, and his hands were swollen considerably in the handcuffs. The captain claimed that as Wright is eccentric in his habits he was not prepared to trust him ashore. Wright asserts that he is from Devonshire, England, but his passport shows him to be a naturalized American. Mr. McSharer tried to reason with the American consul (Mr. Burke), who informed him (McSharer) to mind his own business and not to meddle with American laws. Pressure was then brought on the naval and police authorities, and as a result of those representations the man was released and placed under surveillance of an officer, who is to see that he does not leave the ship.

If the American Consul at Fremantle really attempted to justify these old-time bucko methods by any reference to "American laws" he should be promptly removed from the post of responsibility which he has obviously disgraced.

There is no American law which permits placing a seaman in irons or shackling him to a ringbolt, like a wild beast, while the vessel is in port.

Under the new and much-maligned American Seamen's law imprisonment for desertion (quitting one's job) in a foreign port is especially abolished, and it is impossible to believe that either the master of the "Gamble" or the U. S. Consul at Fremantle were not well informed upon this subject.

The aged victim of this modern brutality, if he is still among the living, should seek prompt redress in the courts of the United States. Substantial damages for such wanton cruelty will certainly be awarded by any American jury, if the facts are as stated.

American public sentiment, which is so strongly committed to a great American-manned merchant marine, will never tolerate a return to methods which once unfortunately prevailed on America's notorious bucko ships.

BADGES AND PENSIONS.

Some time ago the announcement was made that uniforms are to be worn hereafter by certain British Merchant seamen. We now learn that the King has formally approved of the award of badges to officers and seamen of the Merchant Marine who have been on the articles of any British merchant or fishing vessel sunk or damaged during the war by torpedo or mine and have afterwards completed a further voyage. The badge will be in the form of a torpedo and worn on the cuff of the left sleeve.

A bar to be worn under the torpedo badge will be added to those who have been torpedoed or mined a second time, and additional bars for subsequent cases.

Sir Albert Stanley, in an official statement in Parliament, said 12,500 men of the Merchant Marine have been killed since the war began, and the amount paid to dependents is about £170,000 a year. The rate of these pensions is now engaging the attention of the Government.

In fact, representatives of the Board of Trade have promised that they would consider whether there could be built up on the war risks scheme a system which would give adequate pensions for the widows and children of all men who have lost their lives in the Merchant Marine.

It should be borne in mind, in this connection, that British Merchant seamen were already insured against industrial accidents and sickness at the outbreak of the war. American Merchant seamen, who are always held to be better fed, housed, etc., than any other nation's seafarers, enjoy none of these benefits. The National Seamen's Compensation bill is quietly sleeping in the Senate and no one has even suggested any pensions for the dependents of Merchant seamen killed in the submarine war unless, of course, the seamen were regularly enlisted in the military or naval forces.

American losses of Merchant seamen have happily been insignificant in comparison with those of Great Britain's, but that surely is no reason why this great and rich Republic should not do as well to her plain Merchant seamen as any other country on earth.

CO-OPERATIVE TRADING.

The article under the caption, "The Way to Social Justice," on the first page of this issue, clearly indicates that it is useless to bewail the increased cost of commodities and yet make no direct effort to cope with it.

What is required, in addition to organized industrial and political effort and functioning in conjunction therewith, is a network of co-operative stores and distributive agencies in all the principal suburbs and country towns.

To accomplish this requires the wholehearted support of Organized Labor. Is the effort worth while? It surely is, for the workers have much to gain and nothing to lose by using the full strength of their tremendous purchasing power in support of co-operative stores of their own.

The average "business man" necessarily seeks nothing but his own profit; hence arise most of the evils of competitive trading, short weight, adulteration in all its forms, exorbitant profits, retail prices out of all proportion to the cost of the goods sold—simply dishonest trading.

A co-operative store owned and controlled by the workers themselves can escape all these evils. Its watchword must of necessity be "Honest trading; no profiteering," because any profit made is paid back to each co-operator in proportion to the amount of his or her purchases. Consider also the indirect benefits of co-operative trading, the social power that resides in the control of the distribution no less than in the production of wealth; the powerful aid that a well-established co-operative store may give to the workers during a strike or lockout; the moral and material benefit to the great mass of the workers in the consciously-directed elimination of all useless middlemen.

Unfortunately, this is a fact not half well enough understood by the workers that, by withdrawing their trade from capitalistic concerns and concentrating it in stores of their own, they may not only strengthen their own position in the industrial battles of to-day but ultimately capture the main sources of wealth of those who exploit them.

OUR DISABLED FIGHTERS.

So fortunate have we been as a Nation that about 34 out of every 35 of our soldier and sailor boys will be able to come home uninjured to take up their old occupations at once. About 1 out of 35, or a total of perhaps 100,000 men, are so disabled as to require hospital treatment. The experience gained from our Allies shows that about 80,000 of these, or 4 out of every 5, will be able when their wounds have healed or their disease has been cured, to follow the old occupation successfully. While the task of finding employment for all these soldiers and sailors who are able to go back to the old job is a large one, it is primarily an administrative rather than an economic problem.

It is expected that the Department of Labor will play a very large part in the placing in employment of the uninjured soldiers and sailors, a task which the department will discharge directly and in which it will ask and use the co-operation of organizations and of individual employers and employes as well.

Of the 100,000 men to be discharged from the service for disabilities, about 80,000, or 4 out of every 5, will be able to go back to their former occupations, and will want to return to them.

By the Vocational Rehabilitation Act the Federal Board for Vocational Education is charged primarily with the direct duty and responsibility of helping these men to get

employment and of following them up so that if they do not get along well or if a recurrence of the old injury or disease takes place, the Federal Board may train them for some other occupation for which they are better fitted and help them to secure employment in it. In the placement of disabled men in employment the Board will, in the discharge of its direct responsibility for each individual case, use the facilities of the Department of Labor wherever they are needed, and a definite working arrangement between the Board and the Department for this purpose has already been made.

About 10,000 of the 100,000 men, or 1 out of every 10, will be unable because of the serious handicap which injury or disease has brought to them to follow any occupation with any degree of success even with training. They will become permanent wards of the Nation, for whom provision will be made.

The remaining group of about 10,000 disabled men, or about 1 out of every 10 injured or diseased, will not be successfully able to follow their old professional, commercial, agricultural or industrial occupation and must be trained for some new occupation.

Uncle Sam has provided for the entire cost of the support and instruction of the disabled man while in training, for the cost of securing suitable employment for him when his instruction is completed, and for follow-up work to safeguard his interests as a worker and citizen.

In the discharge of its responsibility for the proper training and placement of disabled soldiers and sailors the Board has adopted a general plan for carrying on the work. This plan carries out the provisions of the Vocational Rehabilitation Act, usually known as the Smith-Sears Act, which was signed by the President June 27, 1918. Congress committed this great work to the Federal Board and charged it with the duty and responsibility of providing for the placement or the training and placement of the men disabled while fighting for our liberties.

The act has been approved by both representative employers and representative workers. It was indorsed without opposition by the American Federation of Labor in annual convention at St. Paul and by the National Manufacturers' Association at the annual meeting in New York City. Those interested can secure further detailed information upon application to the Federal Board for Vocational Education.

The JOURNAL extends to its readers ashore and afloat the best wishes for a Merry Christmas. This is the first Christmas in four years in which merchant seamen can be reasonably certain that a lurking submarine will not interfere with the festivities of the day. Floating mines are still about a-plenty and it will probably be another year before the seas will be entirely free from that particular menace. But at any rate, there is peace on earth this Christmas and that is surely something to be thankful for! Moreover, for the first time in several years there will be genuine happiness in many a home because of the knowledge that those who have been on the firing line and have survived all the vicissitudes of war will now have the same chance as other mortals "to live to a ripe old age."

FARMERS "O. K." NEW ALLIANCE.

Declaration of Principles and Platform of California's Farmer-Labor Alliance Unanimously Adopted by Farmers' Convention.

The annual convention of the Farmers' Educational and Co-operative Union of America, California Division, just held at Modesto, endorsed without a dissenting vote the Declaration of Principles and the Economic and Political Platform of the new Farmer-Labor Alliance, known as the California Union of Producers and Consumers.

The subject matter came before the Farmers' convention when the following report was presented:

"To the Annual Convention of the Farmers' Educational and Co-operative Union:

"Greeting:—

"At the State convention of this union held in San Jose, one year ago, a temporary committee which had been appointed by the executive committee gave a report of the proceedings in forming an alliance with like committees from the Pacific Co-operative League and the California State Federation of Labor. The action taken by the allied committees, consisting of five members of each of the above-named organizations, had been ratified by the convention of the California State Federation of Labor, held in Sacramento in October, 1917, and only needed the approval of our State union and the State convention of the Pacific Co-operative League to become effective. The organization so formed to be known as the California Union of Producers and Consumers.

"The report of the committee was approved by the San Jose convention and the Constitution and By-Laws changed to provide for the election of an alliance committee to be composed of the State president, the State secretary-treasurer, and three other members. (See Article III, Section 15 of Constitution and By-Laws).

"This committee having been duly elected, begs leave to report as follows:

"Official action having been taken December 16, by the Pacific Co-operative League, endorsing the work already done in forming the alliance referred to above, the first meeting of the California Union of Producers and Consumers was held in the office of the California State Federation of Labor, San Francisco, January 19. At this meeting a permanent organization was formed by electing Fred Millard, president; E. O. F. Ames, vice-president; and Paul Scharrenberg, secretary.

"A committee, consisting of the above named officers, having been previously appointed to draft a Declaration of Principles submitted the following report:

(Here follows a copy of the Declaration of Principles previously published in the Journal).

"The report of the committee was adopted as the Declaration of Principles of the organization.

"The next meeting of the organization was held in San Jose Labor Temple April 27, at which time an understanding was reached as to the points to be included in an economic and political platform, to be used during the ensuing campaign, and a committee was appointed to draft the platform accordingly. At a meeting held May 25 the committee reported as follows:

(Here follows a copy of the Economic and Political Platform, as adopted, and printed in the Journal shortly thereafter).

"During the political campaign a copy of this platform was sent to each candidate for the State Legislature. Some of the planks in the platform, by the action of the people of the State at the recent general election, have been laid away to enjoy a peaceful rest. Other planks are live issues and will call for work by our people before and during the coming session of the State Legislature.

"Your committee is impressed with the importance of this work. We believe that, as a result of this alliance, a much better understanding of the problems of the different organizations represented will bring a unity of action which will promote the welfare of farmer and city dweller alike. As evidence of the attitude of organized farmers throughout the United States we quote from the Declaration of Principles adopted at the meeting of the National Board of Farm Organizations, held in Washington, D. C., August 27-28-29:

"'We declare that the interests of all workers are essentially the same, that the apparent differences which separate those who work on farm from those who work in industry are temporary and superficial, and that it is the clear duty of these two greatest divisions of our people to work together for the common welfare and general good.

"'We extend a fraternal greeting to the great labor organizations of the country and express our appreciation of their determined stand in the winning of the war. We, as they, labor with our hands. We, as they, have found how impossible it is to individually cope with the great organizations of middlemen and employers, and we suggest concerted action and urge the organization of consumers with whom the organizations of producers may meet in conference.

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 23, 1918.
A synopsis of the minutes of the above date will be published in next issue.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Dec. 16, 1918.
No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government St.

Vancouver, B. C., Dec. 16, 1918.
Shipping fair.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 16, 1918.
No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 16, 1918.
Shipping medium.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 16, 1918.
Shipping slack; new members around.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Dec. 16, 1918.
Shipping good; prospects good.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Dec. 16, 1918.
Shipping good; members scarce.

HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 9, 1918.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 19, 1918.
Regular meeting of the Marine Cooks and Stewards was called to order at 7 p. m., Ed. Anderson in the chair. Secretary reported shipping medium; plenty of members ashore. Balloting on officers for the ensuing term and delegates to the convention of the I. S. U. of A. was proceeded with.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 12, 1918.
Shipping medium.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 12, 1918.
Shipping fair; few members ashore.

HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66 W.

Advices from Honolulu indicate that the island port is caring for a number of crippled or leaking wooden ships. It is reported that extreme care is taken to calk the decks of all craft before loading with sugar and other perishable goods. The schooner "Fanny Dustar," en route from Fiji for San Francisco, put into Honolulu recently with a portion of the rigging gone and badly in need of repairs. The cargo of 331 tons of copra is consigned to the American Trading Company. The "Airlie" sailed from Honolulu for San Francisco with 2500 tons of pineapples but ran into a gale and was reported to be limping back into port. The "Blythedale" arrived from San Francisco with a cargo of coal and suffered a mishap to the rudder stock.

Laden with 5545 barrels of flour valued at $54,750, the five-masted auxiliary schooner "Belfort," built by the Foundation Company for the French Government, cleared from Portland, Oregon, on December 18, for France. The vessel also carried copper ore from Puget Sound valued at $100,544.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Statements published in New York papers of December 10, to the effect that a conference of some forty prominent labor officials at the Hotel Continental in New York City had agreed to "withhold support" from the movement to establish an independent Labor party, as launched by the Chicago Federation of Labor and endorsed by unanimous vote of the convention of the Illinois State Federation of Labor, are denied by men who were there. No such action, or any action, was taken.

President Gompers, Secretary Morrison and Messrs. Frey and Perkins of the Reconstruction Committee appointed by the Executive Council of the American Federaation of Labor went to New York to meet the Reconstruction Committee and Social Insurance Committee of the Central Federated Union, together with a number of State and local labor officials. Mr. Gompers made a speech dealing with social insurance, reconstruction and political organizaton. He expressed his well-known opposition to the formation of any political party by and for organized labor. Frey and Perkins endorsed his statement. The members of the Reconstruction Committee of the New York City Central Federated Union, who had previously recommended that an independent labor party be formed in that city, took no part in the discussion. A call has been issued by the Central Federated Union for a political convention, to be composed of two delegates from each local union in Greater New York and vicinity, to meet January 11 and 12 to consider the matter and to draw up a scheme of organization and a platform if that course is decided upon.

Bridgeport has organized its own independent labor party, and will co-operate with the other central and State labor bodies throughout the country in promoting the movement on a national basis. There are signs that the same action will be taken in many of the towns where the awards of the War Labor Board have created a local industrial revolution.

Encouragement to the movement has been given by resolutions adopted by the national convention of the National Nonpartisan League, meeting at St. Paul on December 4. The resolutions read:

"Whereas, The 325,000 organized working men and women of the City of Chicago have voted unanimously to enter politics and wage an aggressive campaign to wrest the control of the city and State from the hands of Big Business and to promote the adoption of a program of fundamental economic reforms, and

"Whereas, The Chicago Federation of Labor has proposed to the Illinois State Federation of Labor a similar program of economic reform, and has further proposed that the farmers of Illinois be invited to join with them in support of such program, and

"Whereas, The Chicago Federation of Labor has adopted a platform called 'Labor's Fourteen Points,' which in many particulars squares with the program of the organized farmers belonging to the Farmers' National Nonpartisan League, and more specifically in its demands for public ownership and operation of railways, steamships, stockyards, grain elevators, terminal markets, telegraphs, telephones and all other public utilities, together with the nationalization and development of basic natural resources, and in its demand for the elimination of wasteful methods and parasitic middlemen and all profiteers in the creation and distribution of the products of industry and agriculture, in order that the actual producers may enjoy the fruits of their toil, and being in agreement with its demand for the liquidaton of the national debt and its demand for the complete restoration at the earliest possible moment of all fundamental political rights—free speech, free press, and free assemblage; therefore be it

"Resolved By the National Committee of the National Non-partisan League in convention assembled, that we send our hearty greetings to the organized wage earners of Chicago and of Illinois, and pledge them our sympathy and co-operation in their efforts to consolidate and increase the gains for true democracy and for justice to workers and producers.

"Unanimously approved by convention. By J. D. Ream, Nebraska, Master of State Grange; Dell Patterson, North Dakota; Jene Hanson, Montana; M. L. Amos, Kansas; E. D. Paquin, Minnesota; A. D. Engle, South Dakota; O. M. Tronas, Idaho, National Committee."

It seems a pity to turn from such evidences of farmer-labor harmony to meet the issue of the right of women to hold jobs after the war, when men want those jobs. But this problem of the war-working woman is here, and there is danger that employers may use the quarrel between women and men to undermine the wage standard secured during the war. The National Women's Trade Union League has taken up the case of the women in Cleveland whom the War Labor Board decided should give up their jobs as street car conductors, and has issued a protest that is almost bitter in tone.

The League calls upon the War Labor Board to reopen the Cleveland case "in order to secure a settlement just to all, in common fairness to the women workers of America, who by assuming responsibilities urged upon them have made possible the fighting front in France, and have done their utmost to help bring the war to a victorious conclusion."

It calls the action of the War Labor Board, in simply wiping these organized women off the industrial map, "an amazing infringement of fundamental rights," and "a most dangerous precedent to set at the very beginning of a readjustment which requires the most intelligent co-operation alike of the employers, the workers, and the country."

Under the circumstances, it is probably fortunate that the Reconstruction Committee selected by the president of the American Federation of Labor to untangle all of these knotty problems has organized and begun its work. The committee is made up John P. Frey of the Molders, A. O. Wharton of the Machinists, John Moore of the United Mine Workers, George Perkins of the Cigarmakers and Matthew Woll of the Photo Engravers. The Women's Trade Union League may not be able to impress the War Labor Board, which is near the end of its usefulness anyhow, but they will be able to bring their cause into court before the Reconstruction Committee. From that body they can appeal to the Executive Council, and then to the convention of the American Federation of Labor.

If some of the labor organizations are alarmed at the women's invasion of the general industrial field, an even greater anxiety is felt regarding the return of the soldiers this winter. Latest information is that Pershing's men will be discharged and sent home almost as fast as they arrive on this side the ocean, instead of being held in camps for a while. The War Department is now understood to be planning to release only about three-fourths of the men who have been held in camp in the United States, and to organize the remaining fourth into a "permanent training corps," to be kept in uniform until the last of the army from France has been demobilized. To this extent, it seems, the Department now is going to withhold men from the general rush for jobs for the reconstruction period.

Whether a million men will be given employment on public utility construction, and especially in improving the railroad lines, depends on the attitude the country and Congress shall take as to public ownership of the railway system. John Scott, Secretary of the Railway Department of the American Federation of Labor, says that his department is about to issue a series of questions, for a referendum of the membership of the unions in that department, on the questions of public ownership and democratic management of the railroads. A considerable number of local unions have demanded public ownership and operation; some of the officers are opposed to it, believing that the present arrangement is good enough; others want the Government to give back even the control of the property.

Nine times out of ten, the fear of public ownership is based on the fact that President Wilson has kept in office so objectionable an industrial tyrant as Postmaster General Burleson. Director General McAdoo, in spite of his no-politics order, which was simply ignored by the men in railroad service, is popular. It is not easy for the older labor officials to imagine a time when men like Burleson will be excluded from governmental power by the labor political organization. If labor really had a voice in the management, they agree, then public ownership would be the ideal plan.

By the present method of reckoning time, every year of which the number is divisible by four without a remainder is leap year, excepting the centennial, or even hundredth years, which are only leap years when divisible by four after suppressing the two ciphers. The year 1600 was a leap year, the year 1700, 1800, and 1900 were not leap years, but the year 2000 will be and every intervening year that is exactly divisible by four. From 1796 to 1804 and from 1896 to 1904 were four-year intervals without a leap year.

Since the outbreak of the world war 8400 special war laws have gone into effect in Germany, and besides this the Federal Council has issued 33,000 special regulations, according to a statement made by Dr. Cruger, a Progressive Party member of the Prussian Landtag, and quoted in the Berliner Tageblatt of July 31.

SPITZBERGEN'S FUTURE.

It has become quite clear that the products of Spitzbergen will be one of the greatest factors in the economic development of Europe after the war. Germany was fully alive to their value when she endeavored to annex them in the treaty of Brest-Litovsk, since Russia was supposed to have some sort of shadowy interest in the country, more from propinquity than any other reason. Great Britain now has the greatest commercial interests there, and by next year they should be supreme. There are also Norwegian and Swedish interests, but they are not extensive; otherwise no parts of the country are being exploited. The Americans sold their interest to the Norwegians some little time ago, and there are apparently no other nationalities concerned.

It is a little surprising that the commercial value of the country has never before been adequately recognized, especially by Great Britain, whose iron has so largely to be imported and whose coal supply, though still plentiful and accessible, costs, and will cost, an increasing amount, owing to war wages, which are not likely to decrease. It is a lengthy process, taking four or five years to open up new mines, but in Spitzbergen the coal is largely surface, of excellent quality, of all varieties and can probably be loaded by an easy system of modified telferage, indeed a simple wire ropeway, at a cost of 2s. 6d. to 3s. a ton. Aberdeen is only 1230 miles away, a three to four days' journey, and a good deal less by a fast boat. A destroyer covers the distance in a very short time. As markets for its coal the Spitzbergen has all Scandinavia and Northwestern Russia, quite apart from Great Britain, to which much of it will come, since it can easily compete with the home products.

The iron ore is apparently inexhaustible and of first-class quality and should be far more accessible than either the products of Spain, so far as the British East Coast is concerned, or Brazil, so far as the entire British Isles are concerned. It is therefore quite comprehensible that all the departments of state in England are greatly interested in the commercial development of Spitzbergen, and that the Foreign Office has bestowed on the project a maximum of good will. Quite apart from coal and iron, however, the country possesses all sorts of minerals, even gold, though lengthy investigations will be necessary to establish the extent of its capabilities.

No difficulties stand in the way of development. The climate is attractive and exhilarating. It is never severe, and the worst that can be said of it is that there are occasionally winds much like those in Canada. Men like to live there, have lived there, in fact, for five years without a change, and there is never any difficulty in obtaining thousands of Scandinavians, if only they can be afforded the means of livelihood. To a large extent the country is self-supporting. Animal and bird life abounds, and there is plenty of grass for the reindeer. In summer the days are always light, and in winter they are never actually dark, there being a sort of gray dusk with brilliant moons; work goes on just the same in winter as in summer.

It is a country essentially on the eve of development. When Sir Ernest Shackleton returns next spring, he will probably be able to show that most of it has been taken up by the Northern Exploration Company, to which the British Government is showing special good will, and after the war many things may happen.

HARMONY IN CANADA.

A most unusual memorial has been presented to the Canadian Government. It was signed by representatives of the Canadian Manufacturers' Association, the organized labor forces of Canada and a joint committee of technical organizations. The memorial is full of vast possibilities. For the first time in the history of Canada, it is said, these hitherto divergent interests, at any rate as far as capital and labor is concerned, are in absolute agreement in the matter of a most far-reaching policy and much is hoped for from the better understanding of the two great factors of Canadian public life.

The memorial was presented to the Government by Mr. G. M. Murray, general secretary of the Canadian Manufacturers' Association, and Mr. S. Willis Maclachlan, representing the technical organizations. It is the result of a conference held between Canadian labor and Canadian capital, and is believed to be the commencement of what is described as an "optimistic campaign."

The principal points touched on in the memorial were as follows:

That the Government be requested to establish immediately a bureau of public welfare to deal with such matters as sanitation, town planning, housing plans, and every other matter pertaining to the physical efficiency of the nation. Owing to the present dearth of suitable homes for workingmen, this particular subject should receive the bureau's first consideration. Much could be accomplished through the coordination of the many agencies, private, philanthropic and governmental, dealing with these matters. Having regard to the important part which research must necessarily play in Canada's industrial reconstruction, the appropriation for that purpose should be increased to not less than $1,000,000 annually. The board handling that work should not be merely advisory as at present, but should be clothed with specific executive powers, which powers should preferably be exercised by a board of managers, upon which labor, manufacturers and engineers would all have representation.

That the establishment of a central empire authority of emigration be approved of for supplying information to parties intending to emigrate, as to conditions in the countries to which they desire to so emigrate and that the established Emigration Department in Canada give serious consideration to the question of further restricting undesirable emigration.

That the advancement of technical education is of such vital concern to the whole country that the burden should not be left entirely to the municipalities and provinces. The Dominion Government should co-operate by such means as are best calculated to assist the authorities and expand the facilities for this work. It is urged whatever plan be adopted, that there be kept constantly in mind the necessity of working it out on lines that will bring technical education within easy reach of all classes.

That a practical land settlement plan be worked out at once and in connection with the same the Publicity Department should start a campaign to interest our soldiers in the advantages of farming.

That the Publicity Department of the Government start at once an optimism campaign and that the press of the country be requested to co-operate.

Other matters urged upon the attention of the Government were those connected with public works, a survey of imports, a general policy relating to all raw materials and other questions of a similar nature.

"I want to get this check cashed." said a young wife to a clerk at the bank. "Yes," madam; you must indorse it, though." "Why, my husband sent it to me. He is away on business." "Yes, madam; but just indorse it. Sign it on the back, please, and your husband will know that we paid it to you." The youg lady went back to the desk and in a few minutes came back with the check indorsed, "Your loving wife, Sophia."

It is rather unfortunate that the laws against infanticide were established before the crime of child labor had become an issue.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER

(Continued from Page 3.)

War Labor Board to withdraw its representatives from that plant and abandon a shop system of collective bargaining which the company, the employees and the War Labor Board agreed to.

Mr. Schwab favors the two-by-four shop union rather than unions linked up in huge national or international organizations.

"I believe," he said, "that labor should organize in individual plants or among themselves for the protection of their own rights, but the organization and control of labor in individual plants and manufactories, to our mind, ought to be representative of the people in those plants who know the conditions."

This should be sufficient notice to those ogres, known as business agents and walking delegates—who are always trying to foment discontent and start riots—that, as far as Mr. Schwab is concerned, they "Needn't come 'round."

The speaker declared that "any foundation of organized labor" that is on a false basis must fail. Capital is included in this warning. The statement shows that Mr. Schwab is not partisan, but is broad-minded, for the public is not supposed to make any distinction between capital and capitalists. In fact, the public is expected to put a steam dredge, a flour mill, a coke oven or a railroad system in the same class with human beings who depend upon the sale of their labor power for their daily bread.

Mr. Schwab also made this statement, which has so often been uttered by agitators and other undesirables:

"I seriously doubt that many times in the years gone by labor has received its fair share of the prosperity of this great country."

Mr. John D. Rockefeller, Jr., spoke along the same lines. His contribution of generalities was well received.

Dollar Worth Less; Wages Are Not High.

Wages are not high, when the purchasing power of the dollar is considered, said G. H. Sines, United States railroad administration, at a reconstruction conference held in Philadelphia under the auspices of the Academy of Political Science.

The present wages of railroad workers, he said, while 50 per cent. higher than heretofore, will not buy as much as former wages because prices have increased 65 per cent.

The forces of true democracy will resent any tendency to lower the standard of living, declared William F. Coburn, connected with the cost of living department of the national war labor board.

"Democracy, in the last analysis, means the right to choose one's standard of living," he said, "and a high or low standard of living means on the one hand death, destitution and a broken spirit, and on the other health, comfort, courage and a spirit of independence."

In Pay of Austria.

Arthur Gabryel, former vice-president of the American Association of Foreign Language Newspapers, swore before a Senate investigating committee that it was an open secret among Poles in New York that Louis N. Hammerling, president of the association, was in the employ of the Austrian Government in 1916. He said he had seen Count von Bernstorff, former German Ambassador, in Hammerling's office, and shortly after, the witness stated, a campaign to insert in more than 400 newspapers of the country an appeal against shipments of arms to the allies was begun. Gabryel said he knew Bernstorff from having sat across the table from him on board a ship returning from Europe a short time before.

Trade unionists have an additional interest in this testimony because of Hammerling's activity against the Burnett immigration restriction law, which was passed by Congress in 1915. At that time Hammerling was president of the Association of Foreign Language Newspapers. He was also associated with the National Liberal Immigration League, which was exposed by President Gompers. The A. F. of L. executive made public documents which showed that the league's campaign against immigration restriction was financed by large employers of labor, including steamship companies and steel and iron interests.

Hammerling was in the public eye at that time, and posed as an American who shuddered at the thought of refusing to extend democracy to the immigrants of the world, even though some of them would reduce living standards of American workers.

Now Hammerling is charged, by one of his business associates, with being in the pay of Austria, in an effort to perpetuate autocracy.

Riots Easily Started Say Enemy Adherents.

At a Senate committee hearing on German propaganda methods the Government's secret service department submitted letters written by German agents in which were outlined plans to start Japanese race riots in California for the purpose of embroiling Japan and America.

The letters state that a well-known eastern detective agency has unearthed scandals concerning the police of San Francisco and other western cities. It is shown that these police departments could be forced to aid the riotinf under threat of exposure.

The clergy were to be brought into the mix-up by judiciously arranged insults of American women by Japanese men, through the ministers' love of seeing their names in print, a common failing of the clergy of the United States, the writer declared. This anti-Jap propaganda was to be carried on through films and plays designed to incense their audiences against everything Japanese.

A large amount of similar testimony was submitted, which should open the eyes of workingmen who are oblivious to methods employed to arouse a wicked mass sentiment.

In Japan ladies sit with their hands folded palms upward. They all shave. They never brush their hair, but only comb it. For the English "a thimbleful" the Japanese speak of "a sparrow's tear," and instead of talking of putting a thing on the fire to cook, the Japanese speak of putting the fire through it. A man never wishes his wife good-morning first—a truly Oriental touch. She greets him and he replies. A woman never speaks of her husband as such. She speaks of, "the house."

FARMERS "O. K." NEW ALLIANCE.

(Continued from Page 2.)

believing that such conference will tend to allay and remove any feeling of antagonism that may now exist between the city and country, and that by the joint conference of these organizations the monopoly of the middlemen may be curbed and finally overthrown.'

"Respectfully submitted,

"J. J. MARDIE,
"J. M. COCHRANE,
"A. KAMMURER,
"ALLEN TALBOT,
"FRED MILLARD."

The foregoing report was unanimously adopted.

Later during the convention a committee reporting on "Co-operative Organization" submitted the following:

"Recognizing the great value and the immense power for good in the Triple Alliance, we urge this convention to take steps to develop the possibilities of a more complete acquaintance with the State Federation of Labor and the Pacific Co-operative League, the two bodies joining with the Farmers' Union in the Triple Alliance. We also urge that every member personally become acquainted with the aims and objects of the alliance and the benefits we can derive therefrom."

This report was also adopted by unanimous vote.

Among the many speakers who addressed the convention by invitation were President Murphy and Secretary Scharrenberg of the California State Federation of Labor. Both were well received and spoke hopefully upon the future of the new alliance.

Further information from Secretary Millard shows that the California Division of the Farmers' Educational and Co-operative Union of America is stronger to-day than it has been for several years. The Modesto convention also took the initiative in organizing a federation of the several farm organizations in the State. This is in line with the work of the National Board of Farm Organizations which held a convention in Washington, D. C., August 27-29. State President Hardie of the California Farmers' Union was a delegate to that convention and was appointed a member of a committee of 48 (one from each State) to work for a closer affiliation of all farm organizations in order that the united strength of the organized farmers might be brought to bear in solving the problems confronting the tillers of the soil.

This proposed federation of farm organizations does not mean that the California Farmers' Union will lose its identity. To the contrary it is hoped that all organizations concerned will benefit and that the Farmer-Labor Alliance will become stronger and more influential when its aims and purpose are fully understood by all groups of farmers.

Motorships of a large type will soon be seen in San Francisco, according to advices received during the week. The "Borgland," the largest motorship ever built in Norway, recently arrived at New York. This vessel is equipped with full Diesels and is 4500 tons gross and will carry about 8000 tons deadweight. It is owned by the Norway Pacific line and will ply to the Pacific Coast in the near future, it is announced. The Matson Navigation Company is now contemplating the building of a class of cargo carrier for the service between San Francisco and Honolulu that will be a combination motorship and steamer. It is planned to install a 3000 horsepower turbine amidships and operate the propeller with the aid of the reduction gear and Diesel engines on the port and starboard sides. These will be 1500 horsepower each. The Diesels would be used only at sea when the full speed of about thirteen knots was desired, and the boilers would be sufficient to supply the necessary steam for twelve winches. There will be six big hatches in addition to a number of side ports and the facilities for handling cargo will be double that used on the regular steamers of the line. The vessel will be designed to be a big carrier, loading more than 14,000 tons deadweight at thirty feet. The Matson Company believes that the motorship will replace all steam vessels in another decade, and are therefore preparing to change to the new type before the competition becomes too keen.

Details of the foundering of the steamer "Benito Juarez" were told upon arrival of the steamer "China" from Honolulu during the past week. Captain E. O. Denzong and eleven survivors arrived at the island port from Lanai the day before the "China" left for San Francisco. The "Benito" ran into the storm on the morning of December 2. Just before noon the vessel ran into a heavy sea which broke the port starboard oil tank and gave the ship a bad list to port. Chief Engineer F. J. Matthewson worked in water nearly to his neck in order to keep the pumps going, but the water gained and it became necessary to abandon the ship. Seven Chinese got into boat No. 2 and drifted away and were never seen again. Second Assistant Engineer Charles Byrne was seen to drift away on a hatch. The other boats drifted about all night and the next day the port of Lanai was reached safely.

A TRIBUTE TO LABOR.

In the annual report of the Secretary of the Navy for the present year, the following tribute to the patriotic part that labor has played in the winning of the war finds prominent place:

"The relations between labor and the Navy Department have been highly satisfactory during the past year.

"In spite of the general bidding for skilled mechanics, the workmen in our navy yards, with surprisingly few exceptions, have remained loyal to the department and have refused to leave their vitally necessary work in the yards for more lucrative positions elsewhere. In addition, on several occasions when the general relations between capital and labor appeared, under the extraordinary conditions created by the war, to have reached a critical stage, the various trades in our navy yards addressed resolutions to the Secretary of the Navy so clearly defining their belief that the duty of all loyal American workmen lay in securing the maximum production of war materials by combined individual efforts, without regard to selfish considerations of personal betterment, as to have no slight effect in bringing both sides in controversies going on outside the yards to a realization of the need of forgetting their disputes and devoting their energies toward winning the war.

"Much of this satisfactory condition is due to the loyal co-operation of the heads of the American Federation of Labor, with whom the department has maintained the friendliest relations, and whose wise and patriotic councils have done much to keep such yard workmen as were members of labor organizations keenly alive to a sense of their duty as American citizens."

THE REINDEER.

In speaking of the Eskimo dog, Jean Henri Fabre, in "Our Humble Helpers," thus refers to the reindeer: There is but one species of this sort that can live in these desolate regions, and that is the reindeer, which is about as large as the stag, but more robust and thickset. Its horns, or antlers, are divided each into two branches, the shorter one pointing forward, the other, the longer, pointing backward, and both ending in enlargements that spread out somewhat like the palm and fingers of an open hand. . . . It is content with a kind of food that none of our animals would touch. It is a lichen, white in color and divided into a multitude of branches, close together and presenting the appearance of a little bush a few inches high. It grows on the ground, which it entirely covers for immense stretches. During the winter the reindeer scratch the snow with their fore hoofs and uncover the coarse plant, softened by moisture; and this plant they browse. Thus it is that interminable fields of snow . . . supply sufficient pasturage for these animals. This lichen, last vegetable resource of the extreme North, is called reindeer moss, and is found everywhere, in the most arid lands, between the poles and the equator. Among the underbrush of our most barren hills, you will find it in abundance, fresh and supple in winter, dried up and crackling under the feet in summer. . . .

In Lapland, the reindeer is a domestic animal. There it fills the place of our cattle and serves at one and the same time as cow, sheep and horse. The Laplander lives on reindeer milk and its products. . . . When the ground is covered with snow, he harnesses the reindeer to the sled and travels as many as thirty leagues a day, his swift equipage with its broad runners gliding over the snow and hardly leaving a trace behind. The reindeer is not rare in Greenland, but there it lives in the wild state, for the Eskimo, much less civilized than the Laplander, has not yet learned how to win it to his uses and accustom it to domestic life. It runs at large.

CAMOUFLAGE OR REACTION?

In its issue of November 15, L'Humanité (Paris) comments as follows on the news from Germany:

"Two emperors, three kings, four or five grand dukes, and three princes have fled. Revolutionists by hundreds of thousands fill the streets of Berlin and other cities. The red flag is floating over the imperial and royal palaces. Councils of workingmen and soldiers, as in Russia, and committees of public safety, are acting everywhere in favor of a republic. Mackensen's soldiers refuse to obey orders and acclaim the revolution; those at Berlin throw their rifles and machine guns into the river. The people's commissaries at Berlin demand a high court to try those who are responsible for the war; the Minority Socialist, Haase, is Minister of Foreign Affairs for Germany; everywhere working-class and Socialist governments are being installed.

"According to our capitalist press all this is 'camouflage'; it is 'comedy'; the Germans 'are covering their militarism with a Bolshevist veil.' Immeasurable stupidities regarding this revolutionary drama are displayed more and more by the press of our bankers, war manufacturers, and nouveaux riches. Some show a fear of contagion. To-day the Matin wrote tranquilly: 'Let us avoid the formation of a Bolshevist bloc in the center of Europe. To prevent it, let us erect a barrier between Russia and Germany. Let us send an army to Dantzig.'

"Assuredly Lloyd George was right when he said yesterday, in his speech to the English Liberty party: 'I do not fear revolution. I do not fear Bolshevism. It is reaction that I fear.'"

At first blush one would suppose that oak, cedar, chestnut, birch, or any of the moderately firm hardwoods would do as well as walnut for the stock of guns, but experience has proved that they will not. There is no wood of equal weight that will stand as heavy impact without breaking, and gun butts are not infrequently useful in fighting. Besides, the grain of black walnut lends itself perfectly to turning lathe work, and the wood takes and holds a high polish. But most important of all, it does not splinter easily. A bullet or scrap of shrapnel may hit a walnut gun stock and tear out a piece of it or pass through without making a single splinter, where such damage to a piece of oak or almost any other wood would send a shower of splinters into the man holding the gun, endangering his eyes and face.

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International Seamen's Union of America

(Continued from Page 5.)

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Labor News

Company-owned towns are a failure, declared Dr. Frank E. Vincent, president of the Rockefeller Foundation, in a speech before the National Housing Association Conference. He said these towns are unpopular, regardless of their attractiveness, because the average American resents being told what he must do. This statement is in line with organized labor's opposition to the whole system of welfare work and company "unions" that are so strongly urged by the Rockefeller interests, from which the Rockefeller Foundation receives its financial support.

Reorganization of the Department of Labor from a war to a peace basis has been undertaken by Secretary of Labor Wilson by his appointment of an advisory committee to work out the details of the readjustment. Louis F. Post, assistant Secretary of Labor, is chairman of this committee. The other members are: A. W. Parker, chief law officer, bureau of immigration; Roger W. Babson, director of the information and education service; Miss Mary Van Kleeck, director of the woman in industry service, and Grant Hamilton, director of the working conditions service.

The Washington State Industrial Insurance Commission reports that more men are employed in that State than at any other time in its history. The figures show that there are 244,133 men employed in industries under the Workmen's Compensation Act. Of this number 37,000 are employed in ship yards. There are 1300 active industrial firms doing business and paying into the different funds. The figures show that 131,000, or more than one-half the men employed, are under the medical contract system, while the remainder have elected to pay into the medical aid fund.

The National War Labor Board has ruled that the $250,000 back pay in dispute between the International Railway Company, Buffalo, N. Y., and its organized motormen and conductors shall be paid not later than April 1 next. If the company is permitted to increase fares it shall be allowed 60 days in which to make the payments after the increase goes into effect. These employees suspended work to enforce wage increases which date back to June 1. When the strike ended both sides agreed that the National War Labor Board decide when the back pay would be paid.

An amendment providing for a 10 per cent. tax on the products of child labor has been inserted in the war revenue bill by the Senate Finance Committee. The intent of this tax is to accomplish the same purpose as the Federal child labor law, which was declared unconstitutional last summer by the United States Supreme Court. This law prohibited the interstate shipment of products in which child labor was engaged and the court held that Congress has no authority to prohibit interstate commerce shipments except where the article is evil in itself, such as lottery tickets. As the proposed tax will regulate, instead of prohibit, child labor opponents are hopeful that this will be upheld by the court and the same purpose intended by the child labor law accomplished.

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Alixis, H.	Liljegren, S. D.
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Andersen, Alfred	McLeod, John
Anderson, A. H.	Mikkelsen, K. -1620
Andersen, Jos.	Mikkelsen, Holder
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Gronroos, E.	Owens, Wm.
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Grassam, Joe	Pancheck, Carl
Gran, A. -1116	Petersen, H. G.
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Kallo, M. K.	Wilson, H. J.
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Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
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Ekelund, Rickhard	Selberg, B. P.
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Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

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INFORMATION WANTED.

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

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INFORMATION.

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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Bohm, Franz	Laatzen, Hugo
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Eriksen, C.	Nordling, F.
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Guildersen, W. E.	Nurm, John A.
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Hauschild, B.	
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	Richter, N.
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Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Tuhkanen, Johan J.
Jakobsson, K. J. W.	Thoresen, Ingwald
Johnson, Herman	Torjusen, G.
Jensen, Gotfrid	Westengren, C. W.
Jespersen, Martin	Warren, Geo.
Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

INFORMATION WANTED.

Anyone knowing the whercabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Members of the crew of the steam schooner "Florence Olsen" who signed articles at New York on September 15, 1918, for a voyage to Central America and return, and who were on board said schooner at the time she salved the steam schooner "Claremont" near the Tucker Islands, off the coast of Nicaragua, on October 31, 1918, and towed her into Christobal, will kindly communicate with Silas B. Axtell, 1 Broadway, New York City. 12-25-18

The offices of Attorney I. A. Rabinow, 277 Broadway, New York City, are open to seamen in such as Compensation, Salvage or Maritime accident cases. Legal service rendered, free of charge, in nature of consultation and advice. (Advt.)

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Home News

In 1880 negroes in Georgia held property valued at $5,764,293; in 1917 the figures had increased to $40,287,-921—nearly sevenfold in thirty-seven years.

The minimum charge for night telegrams after January 1 will be 20 cents for ten words, and 1 cent for each additional word; 50 cents and 2 cents for each additional word will be the charge for the longest distance.

Gov. Arthur Capper of Kansas, Senator-elect, in a statement to the Farmers' National Committee on War Finance, pleads for a higher tax on war profits. He says that during the last eight years the wealth of the country has increased from $187,000,-000,000 to $250,000,000,000, and that most of this gain has gone to less than 1 per cent. of the population. He declares that "this war was not fought to make billionaires out of millionaires, nor to lay a heavy burden for years upon the workers of America."

Fifteen States, according to the Woman Citizen—Arizona, California, Colorado, Idaho, Kansas, Michigan, Montana, Nevada, New York, Oklahoma, Oregon, South Dakota, Utah, Washington, Wyoming, with 7,303,-288 women over 21, have full suffrage and will cast 137 electoral votes. Four States — Illinois, Nebraska, North Dakota and Rhode Island—have 2,358,996 women who have partial suffrage, and will cast 47 electoral votes. Arkansas and Texas which permit 1,354,680 women to vote at the primaries, have 29 electoral votes.

An American delegation of propagandists from the Committee on Public Information, headed by Edgar G. Sisson, director of the foreign press section, has sailed for Europe to tell of American ideals. Charles S. Hart, director of the division of films, accompanies the party to supervise the taking of motion pictures of the reconstruction work in the war area. Other members are Carl Byoir, Carl Walberg, E. L. Bernays, Edward H. Shuster, Gustav W. Axelson, W. Heinecke and the Misses Josephine Giglio, Edith C. Strauss and Alice L. Seixas.

Resolutions passed by the New York State Federation of Woman's Clubs at its recent convention were: Favoring a bill to abolish the electrocution of minors; publication of records of all candidates for office before election; equal pay for women and men teachers; establishment of compulsory continuation schools for children who take out their working papers and go into industries as early in life as they can; compulsory establishment of kindergartens on demand of twenty-five parents in a community; and bills to wipe out illiteracy in the State.

Protesting against a resolution offered in the Senate by Senator Knox, of Pennsylvania, to the effect that the formation of the league of nations be deferred until after the peace conference, the League of Free Nations Association has sent a strongly worded message to the Senate Committee on Foreign Relations. It states that "the best thinkers in Europe and America believe that the complex question of nationality, faction and opportunity arising all over Europe cannot be settled in any other way than through the impartial study and decision of the league of nations."

Domestic and Naval

Fire on December 10 destroyed the power plant at the naval operating base on Hampton Roads, with a loss estimated at $500,000. Fanned by a strong northeasterly wind, the fire for a time threatened the entire base.

Work has begun on the first 9,600-ton ship at the yards of the Doullut & Williams shipyard, New Orleans. This is the first steel ship to be constructed at New Orleans. Seven other similar ships have been contracted for by the Emergency Fleet Corporation at a flat price of $1,-760,400 each, or close to $185 per ton d. w.

Five hundred Americans, Englishmen and others, a majority of the party being members of crews from the ships captured by the German commerce raiders "Moewe" and "Wolf," have arrived at Aarhus, a seaport of Denmark, from Germany, according to a Copenhagen dispatch. Many of the men complain of the treatment they received at the hands of the Germans while they were interned.

The facilities of the shipbuilding plants of the United States have been released for private work and the shipbuilders of the country may now compete for any and all work in addition to the Government contracts now being completed, according to official announcement of the United States Shipping Board, made during the week. A telegram to this effect was received by the San Francisco Division of the Emergency Fleet Corporation.

Charged with defrauding the Government, F. S. Seamans, Jr., Production Manager of the Emergency Fleet Corporation for the Philadelphia District, has been arrested and is held for trial under $2,500 bond. According to special agents of the Department of Investigation, Seamans spent hundreds of dollars of the Government's money for taxicab rides, in which a young woman manicurist, attached to a large hotel, was his companion. One item of his expense account was a bill for more than $700 for taxicab hire. Seamans was enabled to get the bill through the Corporation Auditing Department because his position gave him power to approve all bills for his district. Seamans had been with the Corporation since February. His salary with the Corporation was $5,000.

The appointment of a commission for the standardization of screw threads was authorized by a recent act of Congress. The purpose is to ascertain and establish standards of screw threads for acceptance and adoption in manufacturing plants throughout the United States. Nine commissioners are to be appointed, one of whom shall be the Director of the Bureau of Standards, who will be chairman of the commission; two commissioned officers of the navy, and four to be appointed by the Secretary of Commerce, two of whom shall be chosen from nominations made by the American Society of Mechanical Engineers and two from nominations made by the Society of Automotive Engineers. The points to be considered are: Type of thread; Dimensions, tolerances and pitch of threads; Rules and formulæ for the determination of dimensions and tolerances to insure interchangeability.

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Anderson, O.
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Andersson, Sture
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Hansen, Hartw.
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Hole, Sigvald
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Holm, J. P. K.
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Johansen, T. A.
Johansson, Fran
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Martin, R. M.
McCoy, Alton
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McLeod, Norman A.
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Moore, Joseph
Morrison, Phillip
Mulley, Jim
Murphy, Dave

Nauta, Hendrick
Nannestad, A.
Niejanr, Oskar
Nelson, E. -126
Nelson, Hans L.
Neuman, J. M.
Nilson, Nat
Nolen, Axel
Nord, Karl
Nordbeck, Hj.
Nordling, Sam
Nordstrom, Enst
Nordstrom, Hans
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Pierce, William B.
Pietch, Frank
Pint, G. H.
Power, Fredrick
Punahoa, Wm. K.
Punis, Anth.

Quirage, Juan

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Rasmussen, Olaf
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Ryan, Patrick
Ryser, Theodor

Salli, Rudolph
Samuelson, Ingvld.
Samuelson, H.
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Sandkvist, Erik
Sarin, Chas.
Sato, Santos
Schlieman, Franz
Schump, John
Seevers, Howard
Seiffert, John
Selin, Bernh.
Selin, H. W.
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Simensen, Arne
Sjolander, Pet.
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Solvin, Oscar E.
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Stewart, William
Stilwell, Lester
Strasdin, P.
Sund, L. W.
Svendsen, Otto
Svensson, John
Sveeingsen, S. U
Swanson, J. -2907
Swensen, Anker

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Aas, Fritjofe H.
Ackroyd, Eli P.
Antee, Lauri
Abrahamson, A.
Abrahamson, A. W.
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Anderson, Anton J. H.
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Brugman, H.
Bryning, Walter
Burg, John
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Candler, Harry
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Hansen, Lars A.
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Harris, J. T.
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Hofman, P. J.
Holden, Nits
Holvel, H. W.
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Jansen, Bernh.
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Johansen, Earl
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Johnson, Erik
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Jonas, Alfred H.
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Kaasik, Christob.
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Kennedy, Alex.
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Tuft, G. N.
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Van Keppel, Yohannes
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Van Rees, Tennis
Vos, Harry
Wahe, John
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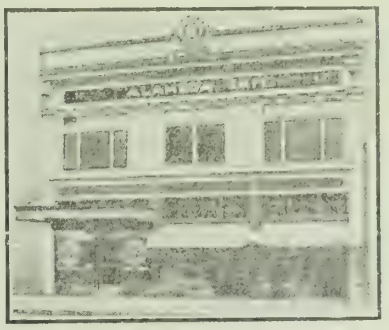

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INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City. 6-5-18

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

News from Abroad

It is officially intimated that there are 1,000,000 cases of influenza in the Dutch East Indies.

Australian engineers have invented three-rail switches for use by railroads where three rails are laid in each track to accommodate rolling stock of different gauges.

France in five years is to have, according to Fernand Bouisson, Under Secretary of State for Merchant Marine, double the merchant tonnage she had before the war, which will be 6,000,000 tons.

United States Government experts have listed twelve woods, 102 barks, nine leaves, three roots, and seventeen fruits and seeds that grow in Latin America as yielding tanning materials of industrial value.

The Duke of Sutherland, it is announced by the Glasgow Herald, has instructed Messrs. Knight, Frank & Rutley to sell 248,918 acres of the Sutherland estate by auction at Hanover Square, London. "The sale will include some of the best salmon fishings and shootings in Scotland, with their lodges."

A London auctioneer, commenting on the fact that he had made seven large real estate sales in two weeks, and that one of them was for $255,000, or $255 an acre, which was $15 more than the highest previous price in the shire, said he accounted for the high prices "by the fact that the price of grain has been guaranteed for a few years, and by the feeling that we shall never revert to free trade."

Jerusalem has been freed from the mosquito pest, it is announced by the Zionist Organization, through the efforts of an American sanitarian, Louis Cantor, who is a member of the American Zionist medical unit which is now operating in Palestine. The city is now practically rid of these carriers of typhoid and malaria. During Mr. Cantor's campaign 350 cisterns were petrolized and put in sanitary condition.

Mexico's new secretary of agriculture and development has organized a bureau for the especial purpose of supplying the republic with agricultural machinery of the most modern pattern at cost in order to avoid speculation and the heavy expense of importation which formerly prevailed and which caused such articles to be very scarce. Besides providing machinery at cost, permanent exhibitions are to be maintained for the purpose of instructing the farmers in the use of the new devices, as also to demonstrate the results of such application.

Maj-Gen. William C. Gorgas, former surgeon-general of the army, is going to resume his work for the eradication of yellow fever in South American countries, which he temporarily abandoned when the United States entered the war. He is to leave shortly for Central and South America, having been preceded by Dr. M. E. Connor, who will assist him in putting into effect the program of the International Health Board of the Rockefeller Foundation. In a recent statement, Dr. Vincent, president of the foundation, pointed out that a survey by Rockefeller experts had led to the opinion that the total eradication of yellow fever was feasible through the extermination of the stegomyia mosquito.

With the Wits

"This is an honest shoe."

"I can see that," said the customer. "It frankly pinches me, although you maintain that it won't."—Kansas City Journal.

"Do you believe in evolution?" "Can't help believing," replied Senator Sorghum, "after seeing how many varieties of politicians a bull moose can develop."—Washington Star.

"I don't know where I'm going to sleep." "Neither do I." "But you have a flat." "Yes; but it's on one of those streets where the automobiles don't quit until it's time for the milkman to start."—Washington Star.

"Pretty dull magazine you're getting out. You'll never interest the public with it." "You don't understand. This is for doctors and dentists to place on their anteroom tables."—Kansas City Journal.

"I suppose you still find old arrowheads when you plow your fields?" "Not any more," replied Farmer Corntossel. "We cleaned them all up long ago. Now we don't find anything but golf balls."—Washington Star.

"Everything depends upon the point of view," quoted the Parlor Philosopher.

"That's right," agreed the Mere Man. "A woman in a décolleté gown may be shocked at the sight of a man in his shirt-sleeves."—Town Topics.

"What became of Piute Pete," asked the visitor at Crimson Gulch. "He joined the army," answered Broncho Bob. "Thought he was too old to fight." "He was. But he was such a fighter that nobody dast tell him so."—Washington Star.

"And when you told him I was married," said the girl who had jilted him, "did he seem to be sorry?"

"Yes," replied the other, "he said he was very sorry—although he didn't know the man personally."—Tit-Bits.

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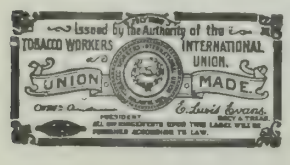

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VOL. XXXII, No. 17. SAN FRANCISCO, WEDNESDAY, JANUARY 1, 1919. Whole No. 2519.

COURTS EMASCULATE SEAMEN'S ACT.

Another Decision to the Advantage of Foreign Shipping.

Since the enactment of the Seamen's law the various decisions by Federal District and Appellate Courts have been almost unanimous against the contention of the seamen.

During the past week the United States Supreme Court rendered its first opinion on the constitutionality of the Seamen's Act. The text of this opinion is now en route and will be published in next week's issue of the Journal.

Herewith is the adverse decision just rendered by the United States Circuit Court of Appeals, together with comment by Attorney Axtell of New York.

OPINION OF THE COURT.

United States Circuit Court of Appeals, For the Second Circuit.

Hassan Abdu, et al., Libelants-Appellants, against the Steamship "Nigretia," her Engines, etc., Limerick Steamship Company, Ltd., Claimant-Appellee.

Before Ward, Rogers, and Hough, Circuit Judges. Silas B. Axtell, for Libelants-Appellants. Kirlin, Woolsey & Hickox, for Claimant-Appellee. Ward, Circuit Judge.

This is a libel by six Arabians, members of the crew of the British steamer "Nigretia," to recover wages, one month's extra pay, the value of their effects left on board and damages. The claimant of the steamer defends on the ground that the libelants were deserters and as such had forfeited their wages and effects under the British law.

April 16, 1916, the libelants signed articles at Cardiff, Wales, for a period of two years. The master, while boarding his ship in the harbor of St. Nazaire, just before sailing for New York on the voyage ending December 1, 1916, dropped the shipping articles and some other papers into the sea. The British Consul at New York instructed him as a precautionary measure to draw up a substitute copy of the original articles and have the crew sign on again before him.

On the morning of December 13, the day before the vessel sailed, the master took the crew to the Consul's office, where all signed on again except the libelants, who refused to do so unless paid their wages in full to date. The relation of master and seaman continued notwithstanding the loss of the original articles and the master refused this demand and ordered the libelants to return to the steamer. Instead of doing this they went to counsel, who advised them to demand half wages under Sec. 4530 U. S. Rev. Stat., which reads:

"Every seaman on a vessel of the United States shall be entitled to receive on demand from the master of the vessel to which he belongs, one-half part of the wages which he shall have then earned at every port where such vessel, after the voyage has been commenced, shall load or deliver cargo before the voyage is ended, and all stipulations in the contract to the contrary shall be void: Provided, such a demand shall not be made before the expiration of, nor oftener than once in five days. Any failure on the part of the master to comply with this demand shall release the seaman from his contract and he shall be entitled to the full payment of the wages earned. And when the voyage is ended every such seaman shall be entitled to the remainder of his wages which shall then be due him as provided in Section forty-five hundred and twenty-nine of the Revised Statutes: Provided Further, that notwithstanding any release signed by any seaman, under Section forty-five hundred and fifty-two of the Revised Statutes, any court having jurisdiction may upon good cause shown set aside such release and take such action as justice shall require. And Provided Further, that this section shall apply to seamen on foreign vessels while in the harbors of the United States and the courts of the United States shall be open to such seamen for its enforcement."

Later on the afternoon of the same day the libelants, accompanied by an interpreter, met the master as he was leaving the Custom House after clearing the vessel. There is a dispute as to what occurred, the libelants saying that they demanded half wages and the master saying that they simply demanded their money and he told them to return to the ship and he would take the matter up and straighten it out. The libelants did not return to the ship but immediately filed this libel and the ship, which was ready to sail, having been released on stipulation, sailed down to the anchorage grounds in the lower harbor of New York and proceeded on her voyage at six o'clock on the morning of the following day.

Judge Manton adopted the account given by the master held that the libelants were deserters, British Merchant Shipping Act of 1894, 57 and 58 Vic. Ch., 60, Pt. 11, Sec. 221, and as such had forfeited their claims to wages and to their effects left on board. We concur in this conclusion. It is quite plain that the master was not obliged to waive and did not waive his right to treat the libelants as deserters who had terminated all relations with him and the ship by their previous conduct, whichever of the accounts be adopted.

The decree is affirmed with costs.

Editor, Seamen's Journal:

Copy of the opinion just handed down by the United States Circuit Court of Appeals in the case of Hassan Abdu, et al. vs. S. S. "Nigretia," Limerick Steamship Company, etc., is submitted herewith.

This was an appeal from a decision by Judge Manton, in one of the first cases brought under Section 4530, as amended by the Seamen's Act. In this opinion, the Circuit Court of Appeals, without giving any consideration apparently to the main point in the case, as indicated by our brief, has held that seamen who have gone ashore at the request of the master, for the purpose of signing new articles, are deserters before they have made a demand for half wages under Section 4530, and before they have expressed any intention not to return to the ship.

The Circuit Court of Appeals, without a dissenting opinion, in the Second Circuit, has deprived five seamen of about $310.00 wages each, that they have earned by the hardest kind of work in the fire-room of the S. S. "Nigretia," practically all the money they had earned.

These seamen like others who have sought to enforce Section 4530 of the Seamen's Act against foreign vessels, have been defeated in the lower court on one ground and in the Circuit Court of Appeals on another ground. The evident desire of the courts is to misunderstand and defeat in any event, the efforts of the seamen to break away from the bondage that has always held them.

This case was taken up by the International Seamen's Union of America, and the expenses of this appeal were borne by them. Already the case has been before the Supreme Court of the United States on the question of opening the courts of the United States to seamen without the prepayment of fees and costs.

Readers of this paper will remember that this same Circuit Court of Appeals refused to compel the clerk of the court to accept the record on appeal without the prepayment of costs. A writ of mandamus was granted by the Supreme Court, and the case came up for argument there, the undersigned being attorney for petitioners. The seamen were again defeated, but by a vote of 5 to 4, four of the learned justices of the Supreme Court dissenting.

I do not care to criticize the opinion of the Supreme Court in rendering their decision, as they had in a previous case, Bradford vs. Southern Railway Co., 195 U. S., 243, made a decision, that would seem to make inconsistent a reversal in the case before them. However, when the matter was presented to the committee in Congress that had had to do with the passage of the law, by Mr. Andrew Furuseth, President of the International Seamen's Union of America, an amendment was quickly drafted, and attached to the Civil Sundry Appropriation Bill. It went through as a rider, and that bill being in the last stages of development, our amendment opening the court, including the Appellate Courts, became a law within five days.

I think it extremely likely that a Writ of Certiorari to review this latest decision of the Circuit Court of Appeals, will be granted by the Supreme Court of the United States. I take this occasion to write to you and to seamen, so that they may know what the courts of the United States are doing with the Seamen's Act; how it is generally regarded, and the efforts that are being made to enforce it.

The facts in the case are stated in the opinion of Judge Ward, Circuit Judge. The seamen went ashore at the request of the captain for the purpose of signing new articles. They told the captain they didn't want to sign new articles

until they received the wages already earned, knowing nothing of the Seamen's Act. They went away from the Consul's office, to seek legal advice. They were referred to me. They were advised to go back and ask the captain for half wages, under Section 4530 of the United States Revised Statutes. They did so about one hour later in front of the British Consul's office on Coenties Slip, New York City. That there was a demand made, was the finding of the United States District Trial Judge. That there was a refusal to pay or failure to pay, within the meaning of the statute, there can be no doubt. The statute reads:

"Every seaman on a vessel of the United States, shall be entitled to receive on demand, from the master of the vessel to which he belongs, one-half part of the wages which he shall have then earned, at every port where such vessel, after the voyage has been commenced, shall load or discharge cargo before the voyage is ended, and all stipulations in the contract to the contrary shall be void . . . Any failure on the part of the master to comply with this demand, shall release the seaman from his contract and he shall be entitled to the full payment of wages earned. . . . And further provided, that this section shall apply to seamen on foreign vessels while in the harbors of the United States, and the courts of the United States shall be open to such seamen for its enforcement."

The latter part of this section has been amended to read:

"And the courts of the United States, including Appellate Courts, shall be open to such seamen for its enforcement."

In conclusion I beg to call your attention also to the fact that the learned Circuit Court of Appeals in the Second Circuit has held (see last paragraph of the opinion) that the Merchants Shipping Act of Great Britain, Act of 1894, Chap. 57-58, relating to deserters, applies in this case. In other words, action by the United States to take away from foreign governments the control and jurisdiction in matters of wages of the crews of their vessels, while in our ports, has been in vain. The definition of desertion, the penalty therefor, as set forth in the Seamen's Act, which abrogated all foreign treaties in opposition to its enforcement, has been for naught.

Very truly yours,
S. B. AXTELL.

New York, N. Y., Dec. 19, 1918.

TOBACCO AND SPEED.

The expression "smoke up," signifying hurry or put on more speed, has really a deeper significance than one would think at first impulse. The fact is that civilization's progress is pretty well measured by the time the nations spend in their smoking. We do not mean in the number of smoking hours of their day, but the speed with which the actual smoking is done. Thus the slow-moving Turk dreams between puffs at his hookah just as the cross-legged Indian of America protracted his peace conferences by the slowest possible pulls at the befeathered calumet.

The Dutchman and the German peasantry were a step farther in pipe enlightenment and sent up denser clouds of smoke, although they still lingered conservatively over the task that allowed time to study the designs enameled upon large and glistening pipe bowls.

Next came the smaller, more active pipes of the Irish, and their briar roots, corn cobs, and calabashes that still are affected by some of our orderly but not too eager citizens.

Then we come to the more highly organized cigar smokers who scorn the intervention of a pipe stem between their lips and the fragrant weed. With the cigar there is clearly less opportunity for delay and the pensive moment. Once begun, the smoke must be hurried through to a finish, not, of course, with break-neck or choke-neck speed, but still with consistent continuity. So the cigar smokers are generally the men of action, and also the sports and the Wallingfords.

But next we make the wide leap to the cigarette, and there the smoker of real speed reaches his apogee. Once the match has been applied there is no more possibility of a letup than there is to hold back the hurling of a pineapple hand grenade after the pin has been drawn and the lever raised. The loosely rolled and fully ventilated tobacco burns like powder in a Big Bertha and one has to have his bellows working forty strokes to the minute to keep the lungs empty while the fumes pour forth from mouth and nose and, some claim, even from eyes and ears, in unremitting clouds. It is not easy to see that a man will select that type of smoking that harmonize with his own nature. To be sure, and if that is admitted, what must we deduce from a smoking statistics? Here are the figures in black and white, gathered in by the Wall Street Journal.

Since 1913, the year before the war began, the output of cigars, chewing and smoking tobacco and of snuff has actually fallen off, while the manufacture of cigarettes in that period has risen 160 per cent. Of this growth 20 per cent. is credited to the present fiscal year. No less than 40,000,000,000 cigarettes is the estimate of cigarettes that will be manufactured and sold in America during the current twelve months; but even that stupendous amount will not be the limit either of possible manufacture or possible consumption.

Eighteen years ago our cigarette crop was a little over three billion, about one-twelfth what it now has grown to be. Speed, that is probably the secret! It is the same impulse that helped us to send a couple of million soldiers to France in a period of time during which pipe smokers might have transported only one-tenth that number.

We have not discussed the merits of the various smokes, nor the pleasure they may give, but only their relative speed. Selah! —New Orleans Times-Picayune.

PEACE AND ROYALTY.

The mills of the gods have caught and crushed the Hohenzollerns and Hapsburgs and the Kings of Bavaria and Bulgaria and what not. But they have still much crushing to do. Every remaining king, whether well-meaning figure-head or despot, should and must go. These are now few in number. Then, we agree with the German Socialists that no man who had anything to do with starting this war should remain in public life. In Russia, in Austria-Hungary, and in Turkey they are gone. We hope and trust that the spirit of revolution abroad will not die until all the makers of secret treaties are cast out, and with them, as among the worst enemies of mankind, the armament-manufacturers, the Krupps, the Creusots, the Armstrongs, the Whitworths, and our own lesser armor and gun-makers. We desire no end to revolution abroad until customs-houses everywhere have gone by the board. We wish no end to democratic ferment in Europe until the professional diplomat of the past has been ground flat, and with him those alleged statesmen who believe that the backward or sparsely-inhabited spaces of the earth exist only to be exploited. We wish no end to the revolution until there shall no longer be talk of developing hinterlander, spheres of influence, and colonies, but of some means of holding them in trust by joint international agreement for the benefit of those to whom the soil rightfully belongs. Thus we would have England retire from Egypt and Persia, the Italians from Tripoli, and Japan from Kiao-Chou, France from Cochin-China and Madagascar, and Belgium from the blood-stained Congo, while the United States sets the example by retiring from the Philippines, Haiti, San Domingo, and Nicaragua. We wish no limit to the spread of liberalism until the vicious doctrine that a country shall protect by the force of arms its citizens who invest abroad shall be forever discarded. For we are not of those who can see the mote only in the eye of our Allies or enemies. There are those in plenty—men like Taft and Roosevelt, preachers of reaction and hate —in this country for whom the mills of the gods are turning slowly—slowly, but with the terrifying, inescapable certainty which marks the progress of the glacier that no human agency can stay.—From The Nation, New York.

A STRANGE PARADOX.

Have you ever noticed that those who perform the useful work in any land are always nearest the gulf of want; that the men and women who, day by day, build the very edifice of our social system are at the same time always nearest the bread-line?

Theirs is the task to grow, gather, and prepare the food we eat; weave and fashion the clothes we wear; erect the homes we dwell in; dig deep in the bowels of the earth for the coal to warm us, and drive the wheels of industry; man the shops and factories, and perform the hundred and one services to Humanity.

Without their assistance the world would surely tumble itself headlong into chaos. And yet, when they close their eyes in death, after a lifetime of useful labor, they leave behind them, in the main, little more than they brought into the world at their birth.

If wealth be the reward of usefulness, surely these—the careworn, hard-muscled, grey-haired, and brow-furrowed toilers—would be rich in pocket, and comfortable in life. They furnish the wherewithal by which the world is able to function day by day; without them the privileged class in our midst could not exist a single day. They are, in short, the one real organic, useful unit in society.

Still the fact remains that the workers, as a class, are poor. It is an unfortunate fact, but incontestable all the same. Their dwellings are very often the slums; their lives often utterly squalid; their bodily frames, sad to say, often stunted, disfigured, and broken.

And worse than all, they are robbed of the beauty of the world in which we live; robbed, too, of the finer gifts of thought and of culture. To them, aspiration and achievement is denied—often snatched from their grasp—notwithstanding that it is their rightful heritage which has come down the ages to invest them with dignity and strength.

It is indeed a strange paradox that those who serve no useful purpose in our land are blessed with the world's goods in a plenteous manner, while those who perform the useful functions of life seem to be condemned to suffer the blighting torments of hopelessness, despair, and want. —The Australian Worker, Sydney, N.S.W.

One should never put on one's best clothes when one goes out to fight for Liberty and Truth.—Ibsen.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Bethlehem Planned to Ignore Contract.

While Charles M. Schwab of the Bethlehem Steel Company was assuring business men at an Atlantic City reconstruction meeting that he favored labor unions—of a certain variety—President Grace of the same company was asking the national war labor board to release it from an agreement which would establish collective bargaining in the Bethlehem plant.

The request was refused by Joint Chairmen Taft and Manly in a letter which says:

"You (Grace) personally agreed to the installation of a system of collective bargaining satisfactory to the board and under the supervision of the board's examiners. You now wish to repudiate that system of collective bargaining and ask that the board's examiners be withdrawn.

"Your company asked and received the assistance of the board in securing increased compensation from the war and navy departments to meet whatever increases in wages that were brought about by the board's award.

"The findings of the board do not require that you continue in your employment any man whose services are no longer needed because of the cancellation of war contracts. The board, however, does require that you carry out, in good faith, the findings of the board upon the basis of which your employees consented to remain at work and thus maintain the production and the profits of your company.

"This is a question of the good faith of your company and of the Government itself. If the award of the board should now be repudiated your workmen would have every right to feel that they have been deceived and grossly imposed upon by your company, by the war labor board and by the other officials of the Government who prevailed upon them to remain at work on the assurance that they would be justly dealt with.

"We must, therefore, insist that the machinery of collective bargaining, already established, be maintained and permitted to function, and that the other findings of the board be carried out fully and promptly."

Basic Eight-Hour Day Won't Satisfy Labor.

A basic eight-hour day does not establish the shorter work day, says President Gompers, writing in the American Federationist on the acceptance of the basic eight-hour day by the steel trust.

"The A. F. of L. and a number of its affiliated international unions had under way a campaign of organization among the steel workers to end the industrial autocracy of the steel corporation," says President Gompers. "It was to be expected that some counter-move would be made. The announcement of a basic eight-hour day was a counter-move.

"Some two months have passed since the announcement was made by Judge Gary. If there was any doubt then about what the basic eight-hour day meant in the steel industry, there is none now. It meant and means a basis for figuring wages—and it can be manipulated to suit steel corporation requirements until the workers in the steel industry organize sufficiently to exercise an influence in the ordering of their lives.

"When labor speaks of the eight-hour day it means a work day of eight hours' duration. It means an actual eight-hour day. It is that kind of an eight-hour day that organized labor is striving for, not only in the steel industry, but in every industry in which it has not already been secured.

"The campaign of organization among the steel workers will continue. The movement will go on. No specious pleas, no diplomatic announcements, will stop it. The time required to organize and free the steel workers of America may be long, or it may be short. But, soon or late, it will be done. All things move toward freedom today. All men, all elements, move toward liberty. All society moves toward greater consideration for humanity. The steel mills must go the way the world goes, toward liberty!"

Flu Toll Is Heavy.

At a recent New York meeting of presidents of life insurance companies one official stated that from a study of statistics he has reached a general impression that deaths resulting from the Spanish influenza epidemic in this country totaled in the neighborhood of 400,000, which, he said, meant an economic loss of 10,000,000 years.

The average age at death of all the cases submitted was 33 years. "This new form of influenza," it was stated, "has been taking the young and vigorous—those whom we expetced to undertake much of the world's work. We may say that there is an average economic loss of about 25 years of active life in the case of each of the thousands of deaths from influenza. In the 1889-91 epidemic of influenza the old and feeble seemed most liable to succumb. This condition does not seem to hold now and millions of the best years of life have been stolen by this scourge."

Want Railroads Returned.

At a recent New York meeting of 200 railroad executives, representing 90 per cent. of the railroads of this country, it was voted to ask the Government to release the railroads now under Federal control and establish a more "progressive control" than existed before the war.

While the resolutions make no specific mention of the roads' attitude toward labor, this question was discussed. A majority of the executives, it was stated, agreed with Director General of Railroads McAdoo's recent statement that the limit of wage increases for railroad employes has been reached.

A committee was appointed to urge the return of the roads to private ownership and assist Congress in passing legislation that will permit of a more extended regulation by the Government than existed before the war, but at the same time per-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Three labor representatives, Messrs. Harry Gosling, J. W. Ogden and James Gavin, have been appointed members of a provisional council to advise the Department of Commerce and Industry, recently set up by the British Board of Trade.

The status of the trade unions in the Scandinavian countries has enlarged since the war's inception, and the present membership record is as follows: Sweden, 186,146 male and 14,402 female members; Norway, 93,000; Denmark, 179,284, of which 27,776 are women.

A conference of British government officials and representatives of the National Union of Railwaymen has agreed on an eight-hour day for these workers. Committees of both sides will review wages and other questions. The railwaymen have been asking for improved conditions and several weeks ago notified the government that the no-strike truce, agreed to because of the war, was at an end.

By an overwhelming vote of 1100 votes to 15 the London (England) Actors Association recently reselved to go into liquidation in order to reconstitute itself as a trade union. As a trade union the actors will be in a position to demand fair contracts for the performers. Failing a satisfactory settlement of their grievances an actors' trade union would be in a position to strike to enforce consideration of their demands.

The Socialist newspaper Populaire of Paris announces that Arthur Henderson, former Minister without portfolio in the British War Cabinet, acting on behalf of the British working classes, has called a meeting of international Socialists at Lausanne, Switzerland, January 6. Henderson, says Populaire, took this action in agreement with Camille Huysmans, secretary of the Belgian Socialist Internationale, and Henri Van Kol, Socialist leader in the Dutch Upper Chamber.

In an international survey of increase in food prices during the war, the Labor Gazette, published by the British Government, says: "In all commercial countries, whether neutral or belligerent, the last four years have been marked by an advance in prices of the necessaries of daily life so great as to cause an unprecedented reduction in the purchasing power of the pre-war rates of money wages and to give rise to repeated demands on the part of the manual labor and salaried classes for successive readjustments of their rates of pay to meet the rapidly changing conditions."

It is understood that the London (England) Fire Brigade, after carefully considering the award of the chief industrial commissioner on the subject of a firemen's union, has decided to accept the settlement as entirely satisfactory to the whole body of London firemen. Sir George Askwith's award, among other things, has given the men the right of collective representation, the right to appoint an outside secretary and spokesman, and the right to bring their grievances before ether the chief officer, the Fire Brigade committee, or the London County Council itself. The decisions will shortly be placed before a meeting of the men's delegates for ratification.

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Clothes Made Also From Your Own Cloth
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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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UNION STAMP
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Named Shoes are frequently made in Non-Union factories
DO NOT BUY ANY SHOE
no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.
All shoes without the UNION STAMP are always Non-Union.
Do not accept any excuse for absence of the UNION STAMP.
Boot and Shoe Workers' Union
246 SUMMER STREET, BOSTON, MASS.
John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INT'L UNION OF UNITED BREWERY SOFT DRINK WORKERS
Union Made Beer Ale and Porter
OF AMERICA
Ask for this Label on Beer
INT'L UNION OF UNITED BREWERY AND SOFT DRINK WORKERS OF AMERICA
Asks you to write and speak to your
STATE ASSEMBLYMEN AND STATE SENATORS
TO
WORK AND VOTE
Against the Ratification of the National Prohibition Amendment to the Constitution
INT'L UNION OF UNITED BREWERY SOFT DRINK WORKERS
Union Made and Bottled Soft Drink Mineral Water
OF AMERICA
Ask for this Label on Soft Drinks

Demand the Union Label

San Pedro Letter List

Aalto, Harry
Anderson, Morris
Antonsen, N. H.
Andersen, Otto K.
Breien, Hans
Bergh, Borge
Carlsson, Axel
Cariera, P.
Clay, Henry
Collins, Ed.
Davis, Oroville
Engstrom, Erick
Eklund, Swen
Ellingson, Billy
Fosberg, Leonard
Frost, Peter
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Hansen, Aksel
Hederman, H. C.
Hederstrom, T.
Holmstrom, Hjalmar
Hakanson, Axel
Hoek, A.
Hammarquist, Gust
Halvorsen, Harry
Iverson, Tom
Irmy, Fred
Johnson, Gunnar
Johansen, N. A. -1604
Johansen, Fred
Johanson, John
Johanson, John A.
Johansen, Carl
Jacobsen, John
Johnson, K.
Johnson, Ole
Johnson, Chas. A. -2044
Jonassen, Johannes
Jacobsen, Telegram
Johansen, Fred
Johansen, C.
Kallas, M.
Lundin, Artaur
Lechemus, Bill
Lill, Karl
Lyngnes, Chris
Malmquist, Gus
Molander, H.
Miller, John
Mourice, Francis
Monson, Chas. C.
Nurmi, Taini
Norstrom, Hans
Olsen, Ole W.
Olson, Andrew
Peterson, K. E.
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Ryden, Oscar
Raaum, Harry
Rasmussen, J. A.
Swenson, Nickolaus
Spence, Oswald
Sodergren, Oscar
Shlieman, F.
Stringer, W.
Salo, Oscar
Turman, Arthur
Terkki, Arthur
Thornlund, John N.
Wrig, Claus
Winberg, Oscar
Williams, Edward A.
Warkala, John
Zunderer, Theo

Questionnaires.

Aldo, Kusta Nestar
Axelson, Erik
Anderson, Sven
Christensen, Ole Martin
Doage, Sigvald
Grenlund, Oskar A.
Hanson, John August
Holm, Frank
Jacobsen, Gustav E.
Johansen, N. A.
Johansen, Carl M.
Koso, Peter
Kallas, Martin
Ringvall, Victor
Tysk, John H.

CLASSIFICATION CARD

Doage, Sigvald
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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

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Carlson, Wm.
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Engvall, Fred
Eriesson, Charles
Hansen, Andrew
Hanson, Gilbert
Howde, Chris.
Holkestad, Marelius
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Leyons, J. B.
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Minich, B. I.
Morgan, L. M.
Moustad, John
Olsen, O.
Olson, Gust
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Smith, G. H.
Smith, Merle
Walin, Gust.
Warknopa, Herman
Wilson, O. K.
Wilson, Osvald
Andersen, Jens
Armstrong, W. N.
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Bugden, Edward
Caldio, C. D.
Carlson, George
Carlson, Hjalmar
Dahlquist, Carl M.
Fenlon, Edward
Frederickson, Andrew
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Jensen, J.
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Larsen, Harold
Larsen, Hjalmar
Larson, Jens
Luckman, Samuel
Nelson, Philip
Nilson, Nils Engwald
Norton, Emil
Norton, P. A.
Parks, Harold, A.
Paulson, Peter
Palmer, L. L.
Pedersen, Albert
Peterson, Andrew K.
Petterson, C. H.
Ranta Hjalmar
Rasmussen, Peter
Rudsit, Fred
Sather, Harold
Sather, P.
Simonsen, Hans
Schuppel, John A.
Tardiff, Geo. H.
Taylor, T. G.

INFORMATION WANTED.

Thomas F. Noone, a native of Ireland, born 1887, last heard of in New York, Feb. 15, 1918, is inquired for by his sister, Mrs. Thomas J. Condry, 9 Rosseter St., Great Barrington, Mass. 10-16-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Pacific Coast Marine.

With the sailing of the motor-ship "Libby Maine" from Seattle, the Pacific Steamship Company's new fleet of seven freighters, assigned to off-shore trade between Seattle and the Orient, are all under way.

Preliminary work for the construction of a 10,000-ton dry dock at Portland, Ore., to be built by Joseph Supple, is under way. The site is in the upper harbor, where no dry dock up to the present has been available.

Frederick L. Murphy, who has been associated with Archibald Kains of the San Francisco Clearing House, has left for Washington to become first assistant to John H. Rosseter, director of operations of the United States Shipping Board

The barge "Celtic Monarch" has been towed to the Rolph yards at Eureka, where work of rerigging her as a three-masted ship has begun. New docks, new housings and other wood work will be done here and the "Monarch" will then be taken to San Francisco, where upper masts and yards will be placed and rigged.

The shipping firm of Thorndyke-Trenholme Company, Inc., has received a cable to the effect that the French auxiliary power schooner "Fraternite" has been towed to Balboa with her boilers burned out. The "Fraternite" is one of thirty carriers built for France in Northwest yards. She is on the way to France with flour.

The "Heffron," a twelve-thousand-ton steel freighter, was launched at the Bethlehem Shipbuilding plant in Oakland on Dec. 29. At the Moore shipbuilding plant the "Puckanuck" and "Oskawa," two 9400-ton steel freighters, will be launched on December 31. The "Oskawa" will have a short trial trip a few days after the launching.

Two grizzled heroes of the French Navy have been assigned to command the new French auxiliary schooners "Givenchy" and "Justice," outfitting at Seattle. They are Captain Oliver de L'Anglais and Captain Francois le Mentec. Both wear decorations conferred by France for saving passengers and crews when their ships were sunk by U-boats.

W. R. Grace & Co. have been named operating agents for four additional vessels in the service of the U. S. Shipping Board. The vessels are the wooden steamers "Fassett" and "Bottineu," recently completed at Tacoma, and the steel freighters "Eastern Light" and "Eastern Shore," built in Japan for the Shipping Board. The latter two will load flour for the Atlantic coast.

Private advices received from Washington state that the Federal Shipping Board has approved the contract with the Astoria Marine Iron Works for the construction here of a marine railway, with a capacity for handling 6000-ton vessels. The marine railway will be located a short distance west of the port of Astoria docks, and construction on it is to be commenced at once.

Another order following on the heels of many others abrogating war restrictions on the Pacific Coast has been posted whereby the licensing of coastwise and harbor vessels will be done away with. Under the new regulation it is not necessary for seamen in the coastwise trade to provide themselves with identification cards, but this rule does not apply to seamen engaged in foreign trade or to vessels from foreign countries touching at United States Pacific ports.

Sponsored by Miss Margaret Snell, daughter of Judge and Mrs. W. H. Snell of Tacoma, the Ferris-type steamer "Fort Harrison" was successfully launched at Tacoma, Wash., on Dec. 26. This makes the fifth wooden vessel turned out by the Tacoma Shipbuilding Company, builders of the "Fort Harrison." This company has five other vessels on the ways, two of which are fairly well along. Officials of the company report that they have considerable inquiry for new work.

The second vessel of the Rolph Navigation Company fleet to be named after the wife of San Francisco's Mayor will be the next vessel to slide off the ways at the Rolph shipyards at Eureka. This will be the third of the four-masted barkentines of the "Conqueror" class, which is expected to be ready to take the water some time between Christmas and New Year's, and which will be christened the "Annie M. Rolph." The other vessel named for Mrs. Rolph is the four-masted steel ship "Annie M. Reed." The "Annie M. Rolph" will be the seventh vessel to leave the Rolph ways this year, the others being the four-masted barkentines "Conqueror" and "Hesperian," the cargo steamers "Annette Rolph," "Georgina Rolph" and "Joan of Arc," and the large gas-propelled ferryboat "Edna C."

According to popular rumor, a considerable number of the Navy Reserve officers desire to resign from the service as soon as Uncle Sam will let them to return to the merchant marine, where the salary inducements are more attractive. Officers say that the men who were patriotic enough to enlist are now being given any old ship that pleases the Government, while the men who did not tender their services during the war are now reaping the reward in the way of good and substantial income. In this connection it was announced that Captain Leo Ball of the China Mail steamship "China" had resigned to become a Shanghai pilot. The compensation for this position is said to be on a par with that of an Admiral of the United States Navy, and it is said there are other positions commanding a high wage that are open to those who are not tied up by enrollment in the reserves.

With the launching of the steamship "Edgehill" and the delivery of the steamship "Edgecoombs" on December 24, Skinner & Eddy of Seattle completed another remarkable record in ship production. The launching marked the twenty-fourth craft sent down the ways from the No. 1 plant since January 1 last, and David Rodgers is striving to have another vessel ready by December 31 to bring the record to five ships per way for the year just closed. The "Edgecoombe" is the thirty-second Skinner & Eddy ship delivered to the Shipping Board and the thirty-eighth completed by the plant since its inception. Mrs. J. S. Graham, wife of the commandant of the Puget Sound Navy Yard, sponsored the "Edgehill." At the same hour on December 24 the McAteer shipyard launched the 2500-ton wood auxiliary powered schooner "Mount Hamilton," built for Mons. Isaakson of Norway. This is the first McAteer product built in Seattle and another is scheduled to be launched in January.

That the greater part of the kelp harvesting fleet of the Hercules Powder Company of San Diego will be sold to the Henry C. Peterson Company, Inc., of San Francisco, was announced during the week. Peterson, it is reported, will purchase the ocean-going tug "Chief," seven large ocean-going barges, with a total capacity of about 3500 tons, and the harvesters "Joplin," "Bacchus" and "Kenvil." The harvesters are to be dismantled and converted into barges. The "Chief," of nineteen tons gross, steamed for San Francisco Tuesday night. The remainder of the fleet probably will sail for San Francisco next week. The sale of the fleet effectually disposes of the report that the Hercules Company would continue operating its $4,000,000 plant at Chulavista on a small scale. Recently the company, when potash and other kelp by-products took a tremendous drop following the cessation of hostilities, appealed to American consumers of acetone and other chemicals derived from potash, to assist in keeping the local plant in operation during peace times by purchasing its by-products. Only 24,000 tons of kelp was harvested on the Southern California coast during November, compared to an average of 75,000 tons per month during the war.

Honolulu has become a great booster for the wooden ship and is in favor of the Government continuing the construction of the class of vessels now utilized by the Matson Navigation Company to handle the products of Hawaii to the mainland, according to advices received when the "Tenyo" arrived in port recently. The attitude of the islanders is based upon the fact that the wooden ship has stimulated shipyard work at the plant of the Honolulu Dry Dock Company and other concerns interested in shipbuilding and repairing. It is estimated that during the past three months work costing nearly $1,000,000 has been ordered done on wooden craft, owing to leaks, boiler and rudder trouble and other difficulties encountered in the operation. According to the managements of the various local shipyards, the Pacific Coast-built wooden ship will result in a constant revenue for many years to come, or at least as long as the vessels of this type are in operation. Nearly every vessel is repaired to some extent before being sent to Honolulu, and upon arrival there it is seldom that the cargo can be loaded until other and additional repairs are made. As many as six of these vessels are laid up for repairs at Honolulu simultaneously and a huge gang of workmen has been added to the pay-roll of Hawaiian ship-repair concerns.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor. California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

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(Continued on Page 11.)

The Seamen's Journal

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BY THE
SAILORS' UNION OF THE PACIFIC

Established in 1887

LAUL SCHARRENBERG ..... Editor
S. A. SILVER. ..... Business Manager

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To insure a prompt reply, correspondents should address all communications of a business nature to the Business Manager.

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents nor for the return of manuscript.

WEDNESDAY, JANUARY 1, 1919.

SHIPPING FINANCE.

A striking picture of the gigantic profits made by shipping firms in neutral countries is supplied by the report that the shareholders of the Copenhagen Steamship Company "Danmark" are to receive another 67 per cent. as the final quotation for their shares, which makes their liquidation value work out at 987 per cent. At the beginning of last October there was paid 920 per cent. on shares to the value of 12,880,000 kroners. Now a further 935,000 kroners, or about 67 per cent., is to be paid.

Similar prosperity seems to prevail in shipping circles of Holland. At any rate, a recent European exchange quotes the following statistics as to the economic development of Dutch shipping firms during the war: The total capital of the more important firms has increased from 98,034,000 florins in 1913 to 123,635,000 florins. Their liabilities have decreased from 30,586,000 florins to 28,054,000 florins, while their reserve funds have increased from 28,405,000 florins to 148,555,000 florins. The number of vessels, which before the war was 277, has increased, in spite of losses caused by the war, to 307. Their gross registered tonnage has increased from 968,386 to 1,089,668 tons.

From all accounts the real seafaring population of these neutral countries has shared only to an insignificant degree in this extraordinary prosperity.

The seamen of neutral and belligerent countries freely sacrificed their lives. In return, they received a slight increase in wages. But the topheavy profits went to so-called shipping "interests" that never go to sea.

And what is to be the reward of peace for the men of the sea? Is it to be renewed competition with Asiatics, the cheapest available labor in all the world? Or is there at last to be at least a semblance of genuine appreciation and protection for the toilers of the sea?

The world peace conference will supply the answer.

The employer of child labor is a homicide on the wholesale.

FICKERT'S LATEST MOVE.

Charges of murder against Ed. Nolan, President of the San Francisco Machinists' Union and one of the defendants in the Preparedness bomb cases, were dismissed during the week by Judge Franklin Griffin. Strange to relate, District Attorney Fickert, represented by one of his deputies, agreed to the dismissal.

It is obvious that the action of Fickert in dropping the charges against Nolan amounts to a confession on the part of the District Attorney that the convictions of Mooney and Billings, and the indictment of Nolan were procured by fraud. A fundamental part of Fickert's story of the Preparedness Day outrage was that Nolan made the bomb. If he now confesses that Nolan did not make the bomb, then the story upon which Mooney and Billings were convicted falls to pieces as completely as his indictments against Nolan.

During the trial of Israel Weinberg (who was acquitted in twenty minutes) Fickert, through an assistant, tried to make capital of the fact that two of the defendants, Mooney and Billings, had been convicted. He said in substance:

> If one is guilty, all are guilty. They were all together in the commission of this crime. If this man is not guilty, then the others are not guilty.

Nolan was denounced to the public as a ten fold murderer because the bomb they said he made killed ten people. He was indicted by a Grand Jury before which not one scrap of real evidence was laid. His home was invaded and turned topsy-turvy by a corporation-owned district attorney and by detectives who answer to corporations. His wife was insulted. His child was terrorized. He was dragged from the bosom of his family, this honest working man, and thrown into jail. He was held behind steel bars as a murderer for nine long months. Meanwhile the public was told that the evidence against him was absolute. Under glaring headlines, the newspapers, quoting the District Attorney, said that the ingredients of high explosives such as had been used in making the bomb, were found in Nolan's home. Later, the substance labeled by Fickert as "the ingredients of high explosives" turned out to be common Epsom salts, a medicine to be found in almost every workingman's home. When forced to reveal the nature of his "evidence," the rascal blandly admitted it was Epsom salts. He then hired an "expert" witness who tried to make a jury believe that this household medicine might be used in manufacturing a bomb.

Finally, after having spent nine months in jail, Nolan was admitted to bail. He was released after the Oxman perjury expose on the request of Captain of Detectives Duncan Mathewson, who admitted that the Police Department had no evidence against the machinist. At that time Mathewson was frightened by the Oxman sensation which sent the prosecution tottering toward complete collapse. The man they claimed made the bomb was set free on $250 bail on each charge of murder.

And now he has been virtually dismissed—turned loose without as much as an apology by the public official who framed and conspired against him.

All this, fellow workers, took place—not in Russia or Prussia, but in San Francisco, California, U. S. A.

WELCOME VISITORS.

Tom Chambers, treasurer of the National Sailors' and Firemen's Union of Great Britain and Ireland, and Captain Edward Tupper, organizer for the Union, arrived at San Francisco on Saturday, December 28.

The distinguished visitors were received at the Ferry Building by a committee representing the Pacific District of the International Seamen's Union of America. Both are old-timers in the British Seamen's movement, having personally participated in the many struggles of the splendid organization which they now have the honor to represent in America. The direct information brought by these two well-tried and experienced men is of a most encouraging nature. They confirm the JOURNAL's contention that but few men out on the Pacific Coast can realize the marked changes that have taken place in old England during the past few years. The National Sailors' and Firemen's Union now has a membership in excess of 80,000. Translated into American money the Union's cash assets (meaning real money) figure up to three-quarters of a million dollars.

The Marine Cooks, Stewards, etc., of Great Britain and Ireland are organized separately; so are most of the fishermen. Hence the organized strength of Britain's seafarers is today way above the one hundred thousand mark.

A special meeting for all seamen in port was held in honor of the two visitors on Monday evening. An account of this meeting will appear in next week's issue of the JOURNAL.

Captain Tupper expects to return to England at an early date, but Tom Chambers will stay long enough to attend the annual convention of the International Seamen's Union of America, which will be called to order in Galveston, Texas, on Monday, January 20.

DEATH OF CHARLES LARSEN.

Charles Larsen, a member of the Sailors' Union of the Pacific since 1897, a charter member of the Alaska Fishermen's Union and for the past three years Patrolman for the latter Union at San Francisco, died suddenly at St. Luke's Hospital, in San Francisco, on December 26, due to acute stomach trouble.

"Charley" Larsen was well and favorably known by thousands of sailors and fishermen along the Pacific Coast. Throughout his twenty-one years of union membership he was a quiet but active worker in the great movement he loved and served. He is survived and mourned by a wife and three sons, all residents of San Francisco.

Funeral services were conducted under the auspices of the Alaska Fishermen's Union. Interment was at the Mount Olivet Cemetery. The deceased was 42 years of age and a native of Sweden.

Farewell, old friend! Heaven always gives its favorites an early death!

It has been well said that indifference is incompatible with love. The same may as truthfully be said with reference to all other phases of mental absorption. For instance, the so-called calmness of the debater on any subject of importance usually proves nothing more than lack of interest in the result.

"NEWS" ON CHINESE CREWS.

While Captain Dollar is eulogizing his Chinese crews the objects of his esteem are continuing to give public performances of their worth and valor.

A single issue of the San Francisco Bulletin contained the following two separate and distinct news items concerning the doings of Mr. Dollar's special pets:

CHINESE PANIC CAUSES LOSS OF CREW OF BOAT.

Panic among the Chinese crew of the "Benita Juarez" was responsible for the loss of the lifeboat containing Second Assistant Engineer Charles Byrne, an Oriental, when the ill-fated vessel foundered in a hurricane forty miles off the island of Molokai on December 3, according to the statements of Captain O. Damzog and First Mate M. A. Adamson, who arrived here on the Matson liner "Sachem" this morning.

"The Chinese lay in the bottoms of the two lifeboats when the vessel went down, paralyzed with fear and refused to pull a stroke," said Captain Damzog this morning. "The loss of the boat containing the engineer was in all probability due to his being unable to bring it ashore unaided."

The survivors, including Captain Damzog, who was picked up in the water; Chief Engineer Francis Mathewson, First Mate Robert Anderson, Second Mate Martin Adamson and First Assistant Engineer Charles Erandt, suffered great hardships during their thirty-hour pull to the island of Lanai, where they landed in the surf.

22 CHINESE ON SHIP ATTACK CHIEF ENGINEER.

Twenty-two Chinese aboard the steamship "Arabien," of the Matson Navigation Company, under contract of the United States Shipping Board, rebelled this morning while the "Arabien" was tied up at Pier 41. The Chinese were to be sent back to Japan, where they were shipped a year ago.

When Chief Engineer Geisler called the crew on deck to explain that a photographer was coming for their pictures, so they might be sent back to China, they attacked him and attempted to throw him overboard.

But Geisler weighs 360 pounds, and he says nothing short of a tidal wave could get him over the rail. Mate Heisterberg covered the men with a gun, but was attacked from behind by two Chinese. They succeeded in getting the weapon, but were unable to work the safety catch.

They swarmed over the rail and were swallowed up in Chinatown before they could be followed.

Comment upon the foregoing seems entirely superfluous. This is "news" which should serve as a reminder to the American people that if Captain Dollar had his own way in framing and enacting shipping laws such scenes as the foregoing would be daily occurrences. For the Dollar method of "saving" the American Merchant Marine means Chinese manning of everything that floats.

Labor has three great movements by which it can advance its interests and better its condition—its union movement, by which it lessens the hours of toil and increases its wage; its political movement, devised to protect it against the parliamentary attacks of the common enemy and to advance its affairs governmental; and the co-operative movement, through which it can reap the benefits of the wage advance it compels through the power of its union, and eventually put an end to the robbery and profiteering of which it is the victim in the present era of commercial rapacity.

In politics the minority of the voters, no matter how great their numbers, can accomplish nothing. In trade unionism the minority of the workers, though comparatively few in numbers, as it happens, have made their influence felt materially upon every phase of labor's existence.

THE RED FLEET OF RUSSIA.

American Correspondent Visits Russian Warships in Baltic and Takes Notes for U. S. Readers.

In January, 1918, the Soviet Government sent out the following wireless message—one of the many appeals to revolt that were continuously going out:

"The Revolutionary sailors of the Baltic Fleet, in conference assembled, send their greetings of brotherhood to their heroic German comrades who have taken part in the insurrection at Kiel.

"The Russian sailors are in complete possession of their battleships. The Sailors' Committee are the High Command. The yacht of the former Czar, the 'Polar Star,' is now the headquarters of the Fleet Committee, which is composed of common sailors, one from each ship.

"Since the Revolution, the Russian Fleet is as busy as formerly, but the Russian sailors will not use the fleet to fight their brothers but everywhere to fight under the Red Flag of the International for the freedom of the proletariat throughout the entire world."

With the words, "Flower and pride of the revolutionary forces," Trotzky had hailed the sailors of Kronstadt as they stood in July before the Tauride Palace, 6000 strong, demanding "All Power to the Soviet!" These were words, not of flattery, but of fact; for the Russian sailors were first to hoist upon their battleships the red flag of revolt, just as the German sailors are now the first to fly the red emblem of the Revolution. Through all the days of counter-revolution they were the first to sense danger to the new democracy. They have always been first to drop everything and hurry to its rescue.

They had no love for the Kerensky Government; yet when it was threatened, by the thousand they came pouring out of their ships and island citadel to line up against the wild divisions of Kornilov. When the cadets rose against the Bolsheviks and took possession of one of the nerve-centers of Petrograd—the telephone station—it was the sailors who headed the storming party that rushed the courtyard entrance and dug the cadets from their nest. When Petrograd was threatened with being cut off from food, and the November revolution with being starved into submission, the sailors were dispersed throughout the countryside as far afield as Siberia. With argument and bayonet they started the flow of food into the revolutionary capital. When the unity of Russia was threatened by Ukrainia and the counter-revolutionists on the Don, it was the sailors pouring down from the Baltic fleet on the North and up from the Black Sea fleet in the South who put fear into the hearts of the separatists.

The reason why the revolution is so precious to the sailor is that to him it means deliverance from the nightmare of a past the very thought of whose return is intolerable. The Russian naval officers were recruited exclusively from the privileged caste. The count against them is that they enforced, not a rigid discipline, but one that was arbitrary and personal. The weal of the sailor might be subject to the whims, jealousies, and insane rage of a petty officer whom he despised. His replies to his superior were limited to the three phases: tak tochno (quite so), nekak niet (no indeed), rad staratsa (glad to try my best), with of course the natural salutation, "Your Nobility!" In four years 404 seamen were sent to disciplinary battalions, 79 to military prisons, 322 to civil prisons, 1235 to penitentiaries, 431 to Katerga (hard labor in Siberia) and 56 were executed.

For this reason the outbreak of the revolution meant the killing of scores of officers, the dismissal of hundreds of others, and a sharp watch over all the rest. * * *

In no country is it possible to confuse the sailor with the landsman. The unmistakable stamp of the open sea is in his bearing and in his blood is the tang of the salt-sea winds. But the Russian sailor has something which marks him off even from his own kind throughout the world. In his heart there blazes the revolutionary fire. As flaming apostles of Socialism the men from the fleet passed along the highways and through the market-places of Russia; even in the remotest villages the sluggish-souled peasant felt the quickening touch of these missioners of revolt. They were ubiquitous, and zealous in every meeting and every plot. But these sailors who have so keenly set out for the democratization of Russia—how well have they democratized their own section of it? They who have so confidently challenged the whole world order—what sort of order have they set up in their own homes?

Home to the 1500 sailors of the Siberian fleet was Vladivostok. To the 10,000 men in the landlocked fleet of the Caspian it was Baku. The 8000 sailors of the Ice fleet guarding the White Sea found their refuge in Archangel. The two main fleets—the Black Sea, leading the revolt of 1905, and the Baltic, claiming the honors for 1917—had respectively a personnel of 45,000 and 65,000 men. These sailors from their far-reaching campaigns of propaganda and civil war come homing back to Sebastopol and Odessa in the Black Sea and to Reval, Kronstadt and Helsingfors on the Baltic.

My first glimpse of the sailor at home was in the Gulf of Finland, where the Baltic fleet stood

(Continued on Page .10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 23, 1918. The meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium.

Headquarters, San Francisco, Cal., Dec. 30, 1918.

A synopsis of the minutes of the above date will be published in next issue.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Dec. 23, 1918.

No meeting. Shipping slow; men scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Dec. 23, 1918.

Shipping fair.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 23, 1918.

No meeting. Shipping and prospects fair.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 23, 1918.

Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 23, 1918.

Shipping slack; few members around.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Dec. 23, 1918.

Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Dec. 23, 1918.

Shipping good; members scarce.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 16, 1918.

Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Dec. 26, 1918. Regular meeting of the Marine Cooks and Stewards was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping medium; plenty of members ashore. Quarterly Finance Committee was elected to serve.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 19, 1918.

Shipping medium.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock. Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 19, 1918.

Shipping fair; few members ashore.

HARRY POTHOFF, Agent.

Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66W.

DIED.

Peter A. Larsen, No. 1271, a native of Denmark. Died at Oakland, Cal., Dec. 23, 1918.

Carl Larsson, No. 55, a native of Sweden, age 42. Died at San Francisco, Cal., Dec. 26, 1918.

An agency for the McIntosh & Seymour maritime Diesel engine has been established at San Francisco. This is the straight Diesel engine and an effort will be made to have it adopted by one or more vessels on this coast in order to demonstrate its merits. At present a number of modified types have been introduced and in many instances have rendered satisfaction. This has been the case with the "City of Portland" of the McCormick Company and others. It is said that plans are now maturing to place at least one set of engines of the McIntosh type on one of the coast boats.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Out of the first 180 local unions affiliated with the Chicago Federation of Labor to take a referendum vote upon the establishment of the Independent Labor Party with a complete and permanent precinct organization, and supporting "Labor's Fourteen Points" as its platform, only eight or nine have failed to give it their approval. That is the word brought here by Secretary Ed. Nockels, who is one of the prime movers in the plan. A similar referendum is now being taken by the Illinois State Federation of Labor among all its affiliated locals and central bodies, since the convention of the State Federation voted unanimously to organize the political movement throughout the entire State.

"If we have guessed right as to what the membership will do," said Nockels, "we shall win the spring campaign for control of the municipal government of Chicago. If we have guessed wrong, then we who started this movement have lost our heads. The organized labor movement of Chicago has enough votes to win whenever it gets ready to cast them for its own candidates. We have proposed a program—a platform. We have asked the membership to stand together for that program. If they do, as we believe they will, then our judgment will have been endorsed. We thought the membership of the unions were ready to act. The referendum thus far seems to show we were right."

Among the other big industrial centers that have followed the lead of Chicago in this regard, Detroit may now be counted. Its central labor body has endorsed the plan "in principle," and has ordered that a program be drafted and submitted for discussion. There are unofficial reports that similar action has been voted in a number of Middle Western cities during the past week, while the workers in the Eastern region where most of the war industries were located seem to be awaiting only the last hours of the National War Labor Board to join the political movement.

That the country is about to witness a tremendous increase in the self-determination of labor, politically as well as industrially, and that all the old landmarks of labor's power will be left behind, was the warning delivered to a meeting of nearly a hundred public officials, labor officials, and moderate liberals of various sorts, yesterday, by Charles Edward Russell of the American Alliance for Labor and Democracy. The occasion was the fortnightly lunch of the National Popular Government League, which is calling a big Reconstruction Conference of the liberal forces, to be held here January 9 to 11. Russell was invited to tell what he thought would have to be done toward reconstruction in America.

"Congress is trusting to luck," said Russell. "England is not. In England and in France and Italy they are working hard on these problems of demobilization. They know that it will be mighty dangerous to try to 'muddle through.' Congress ought to know that it is dangerous to try to 'muddle through' the turning of three or four millions of soldiers back into civil life without a definite plan to safeguard them against unemployment. Our situation is not so serious as England's, but believe me it will be serious enough before we are through.

"England has agreed to keep every soldier upon the nation's payroll until a suitable job is found for him. England has discovered that her working people are not going to agree to any reduction in the standard of living that they have reached during the war. Men in some of the trades have been making dollars where they used to earn shillings. They have learned to live better than they ever dreamed of living before the war. Their children are getting better food, better clothes, some are even getting music lessons, and there are thousands of pianos today in the homes of British wage-workers—a thing unheard of before 1914.

"At the same time, the jobs of the millions of soldiers have been taken. More than a million and a quarter of women have gone into industries where no women were employed before the war. Women now vote in Britain, and they cannot be put out of their jobs by a wave of the hand. Industry must be reorganized on a basis which will permit the returned soldiers, and the workers who have been employed in the industries during the war, all to be taken care of. The government has got to see that that is done.

"But the manufacturers in England are declaring that unless the wages come down, unless the workers will go back to the lower standard of living that prevailed before the war, British industries cannot live. They say they cannot produce goods to compete in the world market if they pay wages that will maintain the new standard of living.

"Well, I promise you that labor will challenge that proposition in England, and it will challenge it here at home. My friends, labor has understood the one great revelation of this world war—the supreme revelation which will influence the whole future of mankind—that back of all armies and fleets, back of all battles, back of all governments, back of human society in all its expressions of power, is the man lying on his back in the coal mine, digging with his pick the fuel that makes possible the machinery upon which our civilization rests. It is labor that has power over production, and power over all human affairs. Labor in Britain knows its power, and it is organized to-day to assert its power.

"I sat on the platform at the recent British Trade Union Congress at Derby, and I saw and heard there evidence enough to convince any one that the British workers are not satisfied to take second place any longer. They refuse forever more to concede that those who do the work of the world are less entitled to rule than those who are parasites.

"The present election over there is of no significance—it is just part of the machinery of war. But within eighteen months there will take place in Britain the most important election ever held in the islands, and I predict that the British Labor Party will sweep the country from end to end. A spokesman of labor will be the next Premier. A former hod carrier may then be made Chancellor, and perhaps a carpenter the first Lord of the Admiralty. Within two years from to-day the great change—the social revolution which is to abolish the power of the parasite class—will be quietly but irresistibly under way in England.

"I warn you of this coming change, because it will profoundly influence your own affairs. We have heard a great deal about Bolshevism. Most people think that it is a mental disease that affects only Russians. I tell you that Bolshevism is revolt against social injustice, and it is everywhere. It is growing rapidly in many countries. The effective remedy for Bolshevism is the removal of the injustice from which it springs. England will have no violent revolution because she will submit to revolution at the ballot box. But social injustice—the wrongs of the workers, which now the workers are strong enough to correct—is to be swept away. Do not think for one minute that the United States is to muddle through without meeting the same issue."

Russell explained that the Returned Soldiers' Association in Great Britain, which has enrolled over 90 per cent. of the veterans upon their reaching home, has joined forces with the Labor Party, and that this combinaton has at least 75 per cent. of the votes in the country. It did not get ready for the election of last week, but it will be more than ready for the campaign which will be waged after about a year from the signing of the peace treaty.

What Russell says about the British labor situation seems to be confirmed by this, from an editorial in to-day's New York World:

"Bolshevism cannot be checked by impassioned harangues about the sacredness of property. Millions of men have been engaged for four years in destroying both life and property under orders from their governments, and they are no longer impressed with the sacredness of either. No government anywhere has as yet presented a reconstruction program that makes any real appeal to them. The one definite thing that they understand is that food is scarce and that some people are much better off than others. . . . The problem belongs to no country. In the broadest sense it is universal, and is making itself the common issue of the war."

The World hints that the diplomats at the peace conference who fail to meet the demand of the masses for industrial democracy will be tragically surprised at events that will follow.

* * *

Do our American employers see this thing coming?

The New York Tugboat Exchange gives out a statement defying the War Labor Board, and saying: "Washington is infected from top to bottom with the eight-hour heresy."

So it is, and so it will remain. More than that, the labor officials in Washington are inclining steadily toward public ownership and operation of some of the chief industries. Yet they are eminently conservative, judged by European standards. And our soldiers have not yet got a job apiece.

The union label is a potent weapon for today's struggles. In addition it is a power for good to the rising generation, for their interests, their rights and their liberties go with its tenets. It stands for the well-being and progress of all. It aspires to unity and federation. It gives energy and impetus to work, for it is ennobling, full of the highest conceptions of duty.

PUSHED OFF THE EARTH.

The time will inevitably come when the earth will be full to overflowing.

Six centuries more, so the statisticians calculate, and there will be only one acre of land for every dweller on the earth. And the time will come, we are told, when there will be only one square yard for each person (says a writer in Tit-Bits).

At present there are, as nearly as can be estimated, 1,623,000,000 people living on the earth. As the land area is 52,333,000 square miles, there are, on the average, more than twenty acres for each person.

Of every 1000 persons living there are 555 in Asia, 245 in Europe, 100 in Africa, ninety-five in America, and five in Oceania. Thus more than half the world's population are Asiatic and nearly a quarter European, while one-tenth live in Africa and nearly as many in America.

But at present the population is very unevenly distributed. Thus in Asia, which has nearly one-third of the earth's land surface, there is one inhabitant to every thirteen acres; in Europe, which contains only one-fourteenth of the whole area, there is one to every seven acres; in Africa, one to forty-four; and in America, one to seventy-eight; while on the entire earth there are only thirty-one persons to each square mile.

Before the war Belgium was the most thickly populated country on the earth, with 658 inhabitants to each square mile, or more than one to each acre. A good second was Holland, with 407 persons for each square mile.

In the United Kingdom and Germany the numbers are respectively 374 and 311; and Japan makes a good show with 356 to each square mile. In China, with its 400,000,000 people, there are ninety-nine to every square mile; and in India 158. For every square mile of Peru there are only five inhabitants; Venezuela has only six, Argentina seven, New Zealand eleven, and South Africa thirteen.

In Canada's 3,730,000 square miles there is room for the entire world's population, allowing nearly one and a half acres for each person. If Canada were only as thickly populated as the British Isles it could accommodate 1,356,000,000, roughly four out of five persons living on the earth to-day. At present its population is only 7,250,000, or less than two persons to each square mile.

Australia to-day has only approximately five inhabitants for every three square miles. If it were as thickly populated as the United Kingdom it would provide room for 1,150,000,000. Similarly, South Africa has accommodation and to spare for 170,000,000 more inhabitants, or more than four times the population of France.

In spite of the ravages of war and disease the day will inevitably arrive when the earth will be uncomfortably crowded. It is calculated that the earth's population is doubled in 139 years. As a matter of fact, the population of the United Kingdom doubles every eighty years, and that of England and Wales every fifty-seven years. Taking the world period of 139 years, a simple calculation will show that by A. D. 2517 there will be as many people in the world as there are acres. That is, the world's population will have grown to 33,482,000,000.

By this time—that is, 600 years hence—our little globe will certainly be quite "full up," so far as comfort and the means of living are concerned. What will happen then, or later, who shall say? For if the population continues to grow at the same rate, the time will arrive when there will be as many people as there are, not acres, but square yards on the earth's surface—when, in fact, there will be comfortable standing room only.

And that day will arrive somewhere about the year 4000, when probably even the present world war will be only a vague legend.

THE MEANING OF "MARU."

Japanese and Chinese scholars never weary of discussing the origin of the suffix "Maru," which is attached to the name of every Japanese vessel. Aru Nyhoujin, of Hankow, says that the word was first used in this way in the case of the "Nippon Maru," flagship of the transports during the Korean Expedition of Taicoon Hideyoshi in the sixteenth century. Japan had then been engaged in feudal warfare for two hundred years, and the leader, after his unification of the empire, sought an outlet for the fighting spirit of his adventurers in this foreign expedition. A flag to represent the United Army of Daimyos, corresponding to our modern National ensign, was needed; and for the first time in the history of Japan a white flag with a round spot of red in its center to portray the rising sun (literal meaning of Nippon) was hoisted over the squadron's flagship, which was named by the Taicoon himself "Nippon Maru," the suffix "perhaps representing the flag." The use of the word from that time became a maritime custom.

Makao San, of Hankow, believes that the word was derived from "mairu," which means "going and returning" to a temple, and so signifies "round."

An American thinks it means "precious."

Anyway, the maritime code of Japan especially provides that the name of a vessel shall bear the suffix "maru," and its meaning, as applied to merchant craft to-day, may be considered to be "ship."

COST OF A MODERN "U" BOAT.

Although actual figures, for obvious reasons, are not available, one would be underestimating rather than overestimating the cost of the German submarine U-29, which the British Admiralty reported to have sunk, at £200,000, says the London Times. This total is based on the fact that, according to a certain official publication, the E-4 of our submarine fleet, which was completed in 1913, cost £107,791, and the E class is neither the largest nor the most expensive type of submarine in the fleet today. According to the Admiralty statement, the cost of the "hull, fittings and equipment" of the E-4 was £26,787, £79,105 being spent on her propelling and other machinery. In addition to this outlay there was an item of £1899 for "incidental charges," which relate to the proportionate costs incurred while the vessel was in the hands of the dockyard authorities being finished.

"A great victory," said the Duke of Wellington, "is the most awful thing in the world except a great defeat."—From Abbot's "Life of Napoleon."

CUNARD LINE'S HEAVY LOSS.

It is reported that no less than fifteen steamships, aggregating 206,769 gross tons, were lost by the Cunard Line during the war. All except two were sunk by torpedoes or mines. The "Campania" and the "Ascania" were lost through accidents. The tonnage sunk represents approximately one-half of that possessed by the line at the outbreak of the war. Nearly all of the Cunard liners were well-known Atlantic greyhounds, the largest of which was the "Lusitania."

The Anchor Line, a subsidiary of the Cunard, lost eight ships, including the 14,340-ton "Tuscania." The total tonnage loss of the Anchor Line was 65,488. A list of the ships lost, with their tonnage, follows:

Cunard Line: "Lusitania," 30,396; "Franconia," 18,150; "Laconia," 18,099; "Transylvania," 14,500; "Ivernia," 14,278; "Carpathia," 13,603; "Alaunia," 13,405; "Aurania," 13,936; "Campania," 12,950; "Royal Edward," 11,117; "Ultonia," 10,402; "Ascania," 9121; "Ansonia," 8153; "Feltria," 5254.

Anchor Line: "Tuscania," 14,340; "Cameronia," 10,963; "Caledonia," 9223; "Athenia," 8668; "California," 8662; "Tiberia," 4880; "Perugia," 4376; "Assyria," 4476.

It will not help a man to drive off one robber if another, still stronger and more rapacious, is left to plunder him.—Henry George.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

THE RED FLEET OF RUSSIA.

(Continued from Page 7.)

as a barricade on the water-road to Petrograd. An old reserve officer directing me along the quay pointed out a strip of yellow wood which ran around the "Polar Star," the yacht of the former Czar, and said:

"That moulding is of best mahogany, and cost 25,000 rubles, but the sailors are now too lazy to keep it polished. So they painted it yellow. In any day a sailor was a sailor. He knew that his job was to scrub and polish and he tended to his job. But the devil is loose among them now. Think of it! On this very yacht that belonged to the Czar himself ordinary seamen sit about making laws about managing the ships and the fleet and the country. And they don't stop there. They talk about managing the world. Internationalism and democracy they call it, but I call it downright treason and insanity."

There in brief is the point at issue between the defenders of the old régime and the champions of the new revolutionary order. In the old order the discipline and control were superimposed from above; in the new they proceed from the men themselves. The old was a fleet of officers; the new is a fleet of sailors. In the change a new set of values has been created; a new code has been formed. In it the polishing of the sailors' wits upon democracy and internationalism has higher rating than polishing the brass and mahogany.

The second indication of the temper of the new fleet came to us as we climbed the gangway of the "Polar Star," where Rasputin and his associates once had their day. The correspondent of the San Francisco Bulletin, Miss Beatty, was informed that the presence of her sex upon the ships was tabooed. The captain was very polite, very much adorned with gold braid, but withal very helpless.

"In such a matter, you understand," he explained, "I can do nothing at all. Everything is in the hands of the 'committee.'"

"But she has come 10,000 versts to see the fleet."

"Well, we can see what the 'committee' says," he answered. "The 'committee' was complaisant and made a special dispensation in the matter. We were on our way again, with the captain in advance warding off the challenging inquiries of the crew with the explanation "by special permission from the 'committee.'"

But the word captain is an anachronism. Rule 2 of the Decree for the Democratization of the Fleet reads: "All denominations of ranks existing up till now which serve to show class distinctions are abolished and all are to be called Seamen of the War Fleet of the Russian Republic."

Furthermore, "All giving of titles is to be abolished and all men are to bear the name of their calling in accordance with the special function that they fulfil; for example, grazhdanin kommander (citizen commander). In like manner it is 'citizen artillerist,' 'citizen electro-technician,' etc." But captain is not the only anachronism. His gold braid is an anachronism likewise, for on the new uniform common to all seamen the trappings and tinsel are at a minimum.

The citizen commander pointed down the corridor past the princesses' suits to the great cabin from whose precincts he said that he was debarred. It was consecrated to the meetings of the Central Committee of the Baltic Sea fleet, or, as it is more familiarly known, the Centrobalt. It consisted of one representative for every contingent of 1000 sailors, making a committee of about 65. This Central Committee is divided into four general departments.

The Administrative Committee deals with questions about the make-up of the fleet, the construction of new ships, and the conditions in the factories where these ships are made. It determines the personnel of the crews, the transfer of sailors from one ship to another, the rate of pay, mobilization, and demobilization.

The Supply Committee looks after the provisioning of the fleet with food, coal, oil and medicines. It looks after the finances of the fleet, accepting the new ships that are built and paying for them.

The Political Committee conducts a propaganda by sending to the front, to the barracks, and throughout the countryside, men with papers, books and speeches. The rules provide that all seamen are free to become members of any political, national, religious, economic or professional organizations, societies, or unions. They have the right to preach freely and openly, verbally, by writing, or in print, their political, religious, or other views. The juridical section of this committee examines into scandals and conflicts between sailors and commanders. The inquest section makes inquiries into bad ships, counter-revolutionary activities, and like matters.

The War Marine Department (Voyenno-Morskoy-Otdiel) is the executive head of the fleet. It consists of a commander and two assistants, one managing the operative and the other the technical side. In all operative and technical affairs the War Marine Department is of supreme authority. All the orders to the fleet, to the smaller units, and to the individual ships are given under the signature of the chief and countersigned by a member of the department attached to his service. In matters of navigation and technique this commanding staff is in complete control over the whole organization both in and out of battle. It holds command over the drilling; and fixes the time for the sailing of the ships. Having such a large measure of authority, it is responsible for its actions before the plenum of the Central Committee and the higher organs of state. In all orders and dispositions regarding the technical and operative side of the fleet the chief of this department must assume full responsibility for results. As for the work executed in conjunction with the Central Committee on economic, administrative, or political affairs, the chief is responsible only when the resolution of the Central Committee is in conformity with his own report. If the resolution passed by the Central Committee is opposed to the views announced by the chief on the subject, he is freed from all responsibility as to the results of its execution. * * *

Feodor Averichkin, secretary of the Central Committee, escorted me on the pilot-boat to his battleship, the "Respublika." The entire crew was assembled on deck to give cheers and to hear the news from the first foreign tovarishch (comrade). The declaration that he was an American Internationalist put him immediately at one with 960 out of 1020 members of the crew. The officer Zazloki translated, but a speech was not necessary. The phraseology of the new revolutionary ideology has entirely displaced the old patriotic and religious ideology in Russia. The mere reiteration of the new battle cries has power to charm and inspirit these new disciples of revolt. The sounding of them in my foreign accent drew such an outburst of applause that it echoed like a slavo from all the ship's batteries. A testimonial was inscribed with an array of seals and signatures in the characteristic Russian manner.

The photographer was called upon to make a record of this historic event—the American and the Russian Internationalist shaking hands on the bridge of the battleship "Respublika" off the coast of Finland. It was done amidst great acclamation from the crew.

In all this the commander and his staff hung on the edge of the crowd as if they were outsiders or outcasts. I pointed this out to Averichkin and suggested that it savored of humiliation. He averred that the proceedings were quite in accord with regulation No. 37, which provided that the commanding staff be debarred from all affairs which were of state or international significance.

"But isn't your commander a good fellow?" I asked. "He looks that way to me."

"Why, yes," Averichkin replied. "Even before the revolution he was a good fellow and now he is one of the best in the world. So if you want him in the picture, all right."

The captain smiled and took his place in the picture amidst much applause from the crew. After this love feast we retired to the ship committees' quarters where I was plied with innumerable questions about the American navy ranging from "Do the American navy officers reflect solely the viewpoint of the upper classes?" to "Are the American battleships kept as clean as this one of ours?" As we talked, eggs and steak were brought to me, while a great plate of potatoes was served each member of the committee. I commented upon the difference.

"Yours is officers' fare and ours is sailors'," they explained.

"Pochemoo, revolutsia?" (Why, after the revolution?) I exclaimed.

They laughed and said, "The revolution has given us the thing that we value most—our freedom. We are masters of our own ship. We are masters of our own lives. We have our own courts. We can have shore-leave when not in service. Off duty we have the right to wear civilian clothes. We do not demand that the revolution should give us everything. Afterwards, however, these men became a bit more ambitious gastronomically, though on account of the shortage of food the democratization of the ration was accomplished more by sabotage on the officers' ration than by levelling up that of the sailors.

The crew not only elects its own committee—generally on the basis of one member for every fifty sailors—but likewise chooses all its officers. For the position of commander the list of the candidates is drawn up by the ship's committee together with the flagman. For the position of assistant commander the list is made up by the committee in consultation with the commander. The balloting then proceeds on the basis of general suffrage and the election is valid if two-thirds of the crew participate.

Each group of specialized workers elects its own head. The electro-technicians elect one of their number as chief. The divers elect one of their number as chief of their guild. The list of the candidates is made up by the men in consultation with the commander. The crew is informed of the results of the elections. If during seven days no protest is raised upon the part of the crew against any elected person he is regarded as confirmed in his position by the personnel of the ship.

Every seaman has the right to refuse the post to which he has been elected, provided he gives the motive for his refusal. The final decision as to the acceptance or rejection of this refusal is left to the Central Committee of the fleet, to whom must be submitted a detailed record of the case.

There are three tendencies in the present democratization of the fleet: (1) The formation of specialized groups like divers, and mechanics into corporations or guilds. This action exhibits a syndicalist viewpoint. In the medical force the professional union of physicians and feldshers (assistant surgeons) presents its candidates to the different ships. They are then confirmed in their position by the different crews, and the results of the election are communicated to the Central Committee.

(2) The concentration of much power in the executive heads. This begins with the chief of the War-Marine Department, and runs down through the commanders of divisions, flotillas, divisions of ships of the second, third and fourth rank, airship, coast defense, hydrographical expeditions, etc.

(3) A wide provision for the use of the recall in the individual ships and in the fleet at large. One-third of the members of the crew may raise the question against any one in authority. It is the same in a specialized group. If, for example, the electro-technicians are dissatisfied with their chief, one-third of their number can raise the question of his recall. If two-thirds of the contingent vote for the recall it is directed by the ship's committee, together with a report of the chief of the unit to the Central Committee for final confirmation of the decision.

As there are fleets on the different seas and rivers, the next body above the central committees of the different fleets is the All-Russian Convention of Fleets. They elected first of all a Marine Council of twenty members, which exercises a general supervision over the building of new ships, the inspection of wharves and barracks, and the new courses in the naval colleges. The most important function of this Marine Council is to sit as a part of the great central governing body of Russia—the Soviet of Workmen's, Soldiers' and Peasants' Deputies in Moscow.

The second superior body elected by this All-Russian Convention of Fleets is the Supreme Marine College of three. The chief of this is ex-officio a member of the Council of People's Commissaires. The sailor Dybenko was the first to hold that office. The second member of the Supreme Marine College was Modest Ivanov under whose direction were the departments of the Naval Ministry in the great Admiralty Building in Petrograd. * * *

How has all this affected the efficiency of the fleet? Many experts will testify that they find in the fleet the inevitable effects of the destruction of the old discipline—a considerable lowering of its technical efficiency. Others assert that after going through three years of war and two revolutions the fleet was in as good condition as any in the world. This seems a partisan view. As to its moral efficiency, there is no doubt that it was superb. The battle of the Moon Sound Isles furnished a good test case. Outnumbered by the German squadron and outdistanced both in speed and gun range, these revolutionary sailors fought a brilliant engagement with the enemy. Even their worst detractors have admitted that the fighting morale of the fleet was unsurpassed. The fervor of the sailors would probably have assured the success of the experiment in democratization if the officers instead of "sabotaging" had given enthusiastic support to the undertaking. But they are tragically fettered by the habits of their class and by the ingrained prejudices of their tradition.

To insure success, behind the democratic machinery there must be the enthusiastic democratic spirit. The sailors, realizing this, have made ready for the training of their commanders out of the ranks of the workers. They founded a university in which hundreds of sailors were taking courses ranging from the most elementary to the most advanced. In the meeting of the Educational Committee, when they were organizing their curriculum, I blunderingly asked the chairman from what school or university he came. He blushed and hesitated, then said: "No university; no school. I am almost one of the dark people. But I am a revolutionist. We know that our greatest enemy is ignorance, and we are going to begin right now to kill that foe." By his ardency he persuaded several members of the University of Helsingfors, many officers, and several co-operating scientific and educational societies to join in this work. While the regulations demand that "all persons appointed to commanding posts must have corresponding training, theoretical and practical, attested by certificate from special schools," in the present exigencies seamen who are particularly skilled and who can pass practical tests before the commission appointed by the Central Committee are allowed to hold certain posts. The Sailors' University provides a shortened theoretical education for them.

The world-wide rise of the working-class forcing a new social reorganization is based not solely upon the demand for the necessities of life but on the claim for a larger participation in some of its amenities. Coming down the main street of Helsingfors one night I was commenting upon the absence in this port town of the usual bands of sailors rolling down the street. Suddenly we were brought sharply up before an imposing building which had the dimensions and appearance of a great modern hotel. The door opened, and we heard strains of music. Entering, we went along a richly carpeted stairway and through curtained doorways until we came to the dining hall. There, in a room set with potted plants and mirrors, with hundreds of lights shining upon the glistening

napery and silver, were the diners, listening to the orchestra playing Chopin and Tchaikovsky interspersed with an occasional ragtime piece from the American conductor. It was not the usual hotel assemblage of adventurers, speculators, bankers, and politicians, with their retainers and their women, but the seamen of the war fleet of the Russian Republic. The game and smoking rooms were crowded, while through the halls and corridors streamed a procession of laughing, jesting, arguing sailors in their suits of blue.

The hotel bore in big letters the sign Matrosski Kloob (Sailors' Club). When it was opened ten thousand sailors immediately joined, paying their dues of two marks a month and organizing their club on the usual Russian Soviet plan. Every fifty members of the club chose one delegate. That made about 200 members in the central committee, from which was chosen the presidium of twelve. Eighty-five per cent. of the sailors are literate—a proportion surprisingly high among the Russian proletariat. The club accordingly boasted a much-used magazine room, the nucleus of a library, and an excellent illustrated weekly journal, Moryak (The Seaman). The motto of the organization was: "A welcome to all the sailors of the world."

After hoisting the red flag of revolt one of the first acts of the revolutionary fleet was to abolish all outward signs of the hated old régime. Those ships which carried in their names reminders of the old autocracy were rechristened and came forth from their baptism of paint with names fitting the new republican order. By this ceremony the "Emperor Alexander II" became the "Dawn of Liberty" (Zaria Svobody); the "Czerevitch" became the "Citizen" (Grazhdanin); the "Emperor Paul the First" became the "Republic" (Respublika). Such changes were easy to make, but they were not merely superficial. They are symbolic of a change in reality. They are the outward and visible signs of an inward and spiritual fact—the democratization of a great fleet. Many changes in the technique have been and will be made, but it will always be a democratic fleet. Just as the fervid revolutionary spirit of the seamen made this democratization and consequent socialization possible, so is this socialization in its turn reacting upon the psychology of the seamen. They have a deep feeling of communal ownership. When the ship's boat carried me away from the "Respublika," Averichkin with a gesture that took in all the gray ships riding at anchor in the bay, and with a gleam of pride in his eye, exclaimed: "Our fleet! Our fleet! And we shall make it the best fleet in the world. It will always be ready to fight for liberty and justice;" and then, as if looking out beyond the gray mists which hung above the bay and beyond the red mists of the world war, he added, "until we make the international revolution and the end of wars."—Albert Rhys Williams in the New York "Nation."

WEEKLY NEWS LETTER

(Continued from Page 3.)

mitting the properties to remain under private control.

Postal Chief Holds Fast.

In his annual report to Congress Postmaster-General Burleson reaffirms his opposition to unions in the postal service as expressed in his report last year.

The Postmaster-General says:

"The views of this department on organizations of postal employees were fully set forth in the last annual report of the Postmaster-General. Nothing has transpired during the past year to change the views."

Last year's views, which the Postmaster-General indorses, are:

"The conduct of these organizations at this time is incompatible with the principles of civil service and with good administration of the postal service. They are fast becoming a menace to public welfare, and should no longer be tolerated or condoned. It is earnestly recommended that the provision in the act of August 24, 1912 (giving employees the right to petition Congress and to affiliate with the A. F. of L.), be repealed."

Regarding this attitude of the Postmaster-General, Secretary-Treasurer Flaherty of the National Federation of Postal Employees said:

"The Postmaster-General is the one prominent man in public and private life who has refused to change his opinion during the past year. No other citizen can be found who will say that the unions of Government employees are a menace; but, like the boy in our school books, who stood on the burning deck, the postal chief stands alone."

Want Soldiers to Scab.

The Omaha and Council Bluffs Street Railway Company insists on democracy abroad but wants the soldiers who made this possible to scab on workers who are fighting for industrial freedom at home.

The company's motormen and conductors are on strike and the following advertisement was inserted in local newspapers by this corporation: "Wanted able-bodied men who can operate street cars for positions as conductors and motormen. Returning soldiers will be given preference. Wages 41 to 45 cents per hour and bonus of $5 per day during the present emergency. Steady positions. Apply at superintendent of transportation, Omaha and Council Bluffs Street Railway Company."

Schools Our Bulwark.

A committee appointed by the Illinois State Federation of Labor made this report on the importance of public schools to our national life:

"Upon the schools also will depend to a large measure the kind and degree of industrial democracy we shall be able to achieve, whether our children shall grow up to become mere adjuncts of machines, deadened by the daily grind, or shall have a vision of the industry as a whole, and be trained to play an intelligent part in it, and be able to feel something of the joy of making their individuality count in it, and in society as a whole.

"The schools must also conscientiously and intensively train for that most difficult of all human activities, self-government. One need only to look at the spectacle of misgoverned American cities to realize how lamentably we have failed in the past. We are failing largely because we are starving our schools financially, and almost ignoring them as communities. Surely one of the compensations for the sacrifices of this righteous war, must be a quickened sense of social values finding its most important outlet in an educational development establishing in America's schools, 'democracy in education; education for democracy.'"

Served United States Forty-three Years.

Mrs. Amanda E. Brown, connected with the United States Treasury for forty-three years as an expert in the redemption of mutilated money, died in Washington, aged 81 years.

To the world Mrs. Brown was unknown, but few individuals have gladdened the hearts of poor people as this woman, whose life work was the identification of destroyed currency, which was returned to them in the shape of new treasury notes.

Where homes were burned, the charred remnants of money were sent to the Treasury for possible identification. Much of the currency was mutilated beyond recognition, except to the eyes of this woman, who identified the denomination and other features.

At the time of her death Mrs. Brown was receiving the munificent wage of $1600 a year for expert knowledge possessed by no other person.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

In his annual report to Congress Public Printer Ford says the Government printing office is losing some of its most skilled employees who leave to get higher wages elsewhere. He recommends substantial salary increases and a retirement law.

Organized hotel maids of Seattle say that 75 per cent. of the hotels and rooming houses in that city are controlled by Japanese. In many cases the Japs paid large sums to secure leases and immediately boosted rents and ousted the white workers.

The convention of the Illinois State Federation of Labor indorsed the proposed independent labor party suggested by the Chicago Federation of Labor. The convention voted down a resolution against military training on the ground that the end of wars is not yet in sight.

The four Collinsville, Ill., unions of miners affiliated with the United Mine Workers have dedicated their new building, known as the Miners' Institute. It is three stories high, with every facility for union purposes, education, recreation and an auditorium that will accommodate the largest theatrical production. Over the entrance to the club room quarters are two life-size figures of miners and in the background is the seal of the United Mine Workers.

Social workers from all parts of the United States, gathered at New York recently to consider problems arising from demobilization of the nation's armed forces, adopted a resolution calling on the government "for avoidance of the evils of the pension system for our victorious troops and of preventable poverty among wage earners." Further extension "of the social insurance principle already adopted in soldiers' and sailors' insurance and in workmen's compensation laws" was suggested as a remedy.

Child Labor Day will be observed throughout the country on Saturday, January 25, in synagogues, on Sunday, January 26, in churches, and in the schools on the following Monday. These dates have been designated by the National Child Labor Committee, which announces that the day will be an occasion for reviewing the work and achievement of Children's Year. The Children's Bureau of the Department of Labor is arranging to have reports from its field workers available for the programs of churches, schools, clubs and other organizations.

That the next ten years will witness the greatest wave of prosperity the United States ever experienced, and that the next three or four months will witness a period of business depression owing to unsettled conditions, were the predictions of Professor Charles E. Zueblin of the United States Employment Service in an address before the Illinois Manufacturers' Cost Association. Professor Zueblin said that the problem of returning more than 3,000,000 American soldiers and sailors to their homes and industries could only be solved by capital and labor getting together on a basis of better production. "There will be no Bolsheviki movement in America," he added, "for the Bolsheviki cannot live with prosperity."

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Brun, Mattia	Olson, W.
Brant, Max	Olsen, Alf
Barrot, G.	Olsen, Ferdenan
Brandt, H.	Pedersen, Alf.
Bengtson, S.	Petterssen, C. H.
Bohm, Aug.	Hahlf, J.
Christensen, Harry	Risenius, Sven
Davis, Jonh	Rosenblad, Otto
Doll	Svenson, B.
Eliassen, H. C.	Svenson, Gustaf
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Holmstrom, Osc.	Valfors, Arvid
High, Edward	Virkki, R.
Halvorsen, Elmer	Williams, T. C.
Jansson, John	Wendt, Walter
Jansson, J. A.	Zimera, Geo.
Johanssen, John F.	**Questionnaires and Draft Board Notices.**
Johnsen, Hans	
Johnson, Hilmar	
Khamp, S.	Sundquist, Walter W.
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MsKiel, G.	Petersen, Carl
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Oakley, William	Tibbs, Fred
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Kuhn, John	Weber, Fred
Kvardalen, Ole	Wickman, Daniel
Hansen	Welsham, R.
Larsen, Lauritz Gottfrid	

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
Eugenio, John	Reither, Fritz
Ekelund, Rickhard	Selberg, B. P.
Ivertsen, Sigvald B.	Strand, Conrad
Lengwenus, W. L.	Thompson, Emil N.
Möller, F.	

INFORMATION WANTED.

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City 7-24-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

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INFORMATION WANTED.

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

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INFORMATION.

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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Eriksen, C.	Nordling, F.
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Harding, Ellis	Paulsson, Herman
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Henricksen, Christian G.	Palm, P. A.
	Peterson, Frank A.
Halligan, Thomas	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
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Jorgenson, Earl	Swanson, E. O.
Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Tuhkanen, Johan J.
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Johnson, Herman	Torjusen, G.
Jensen, Gotfrid	Westengren, C. W.
Jespersen, Martin	Warren, Geo.
Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

INFORMATION WANTED.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Members of the crew of the steam schooner "Florence Olsen" who signed articles at New York on September 15, 1918, for a voyage to Central America and return, and who were on board said schooner at the time she salved the steam schooner "Claremont" near the Tucker Islands, off the coast of Nicaragua, on October 31, 1918, and towed her into Christobal, will kindly communicate with Silas B. Axtell, 1 Broadway, New York City. 12-25-18

The offices of Attorney I. A. Rabinow, 277 Broadway, New York City, are open to seamen in such as Compensation, Salvage or Maritime accident cases. Legal service rendered, free of charge, in nature of consultation and advice. (Advt.)

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Home News

It is estimated that the value of the personality of the residents of Greater New York is at least eight times the value of their real property. In other words, there is $8,500,000,000 of real estate and at least $60,000,000,000 of personal property.

The Ohio State Cossack agitation has struck Ohio and friends of this strikebreaking institution are trying to win support in the farming communities by showing that the State Cossacks will make crime in the rural sections as scarce as palm trees in the frozen North.

All requisitions of the United States Fuel Administration for the shipment of bituminous coal to individual plants have been canceled. The Administration recently announced that its policy in the future would be to leave to the plants themselves the work of obtaining fuel, which it is believed can be accomplished without difficulty.

The annual report of the United States Commissioner of Internal Revenue Roper shows that during the last fiscal year 2,319,929 persons reported incomes of $3,000 and less, which netted a revenue of $22,395,262.40, or a little less than $10 each. On the other hand 665,000 individuals with incomes of more than $3,000 were assessed $592,613,000, or approximately $900 each.

Federal Judge Vaughan of Honolulu, Hawaii, has ruled that the United States Army Naturalization Act of May 9 last repeals naturalization section 2169, limiting naturalization rights to Caucasians and persons of African descent and permits naturalization of Chinese, Japanese and Koreans serving in the forces of the United States Army and Navy in the present war.

Complete data on public works construction projects in the different States have been asked for by the War Labor Policies Board by telegrams to all the governors. The question whether it will be necessary for the Federal Government to take in hand large projects of its own during the demobilization to find employment for unskilled labor not absorbed by private industry is to be discussed on the basis of these data at the annual conference of governors at Annapolis, Md.

Paul Chapman, the Brooklyn boy who was convicted for complicity in a murder last February and for whom there was no other legal sentence but that of death because he had just turned his sixteenth birthday at the time of the crime, is not to die after all. Governor Whitman has commuted his sentence to life imprisonment, saying that he did this solely because of the prisoner's youth. Many petitions have been received at the executive chambers requesting clemency.

First it was Independence, Pennsylvania. Then when the fame of the Iron Chancellor was at its height the German population of the little town voted pridefully to change its name to Bismarck. Bismarck it remained until this year, when citizens forgot for all time that they had once been German and pledged themselves to battle against the machine that Bismarck had built up. The Little town has a new name now. It is Quentin, Pennsylvania, in honor of that son of a former President who died fighting in France.

Domestic and Naval

A. E. Jardine, for several years head of the Atlantic City Transportation Co., which operated a line between Atlantic City and New York, is reported to be arranging for the formation of a new steamship line between Atlantic City, New York and Philadelphia.

J. J. Lafferty, a civilian machinist, was killed and three enlisted men of the Navy were severely burned by a flareback in the engine-room of the United States transport Bath at the Philadelphia Navy Yard. Of the injured, Frank P. McDermott, Pittsburg fireman, was the most seriously hurt.

In an address before the Boston Chamber of Commerce, Howard Coonley, Vice-President of the Emergency Fleet Corporation, stated that on November 1, 1917, the home office of the Corporation in Washington had 522 employees, and 545 representatives of the Corporation were in the field. Today there are approximately 7,500 employees and the annual payroll of the Corporation is about $12,000,000. When the Emergency Fleet program was launched there were 61 shipyards with 235 ways. Today there are 198 yards with 1,803 ways.

Vilhjalmur Stefansson, Arctic explorer, to whom the Charles P. Daly Medal has been presented by the American Geographical Society for his "valuable contributions to science," pleaded in an address that no efforts be made to civilize the Eskimo tribes of the Far North. All such previous efforts, he stated, had resulted disastrously for the natives. One tribe of 5,000, discovered in 1825 by an English explorer, he said, was now reduced to only forty persons through adoption of a civilized mode of living, which was unsuitable for the frigid clime.

"Concrete ships are a failure, and are likely to be a failure, because they are, and are likely to be, considerably heavier than steel ships," so says the Liverpool Journal of Commerce, which adds: "Can any of the advocates of this form of shipbuilding produce any substantial arguments which would justify anything more than experimental construction of reinforced concrete cargo carriers—and that on a very limited scale? Although with considerable regret, it must be admitted that all the evidence so far produced tends to the conclusion that no reputable shipowner would care to invest capital in a concrete ship. The proposition is not a paying one, and this is a damning disability."

The Swedish barque Svithiod, laden with a cargo of rubber, seized in the early days of the war and brought to Halifax, has been officially confiscated through a decision by Justice Drysdale, of the Admiralty Court. The judgment asserts that the captain of the ship acted in collusion with certain persons in Pernambuco, Brazil, in an attempt to smuggle the third officer of a German steamer interned there into Germany. The captain protested he did not know the German officer was on board, and it was held by the Court that the protest was false: this act, the justice said, was sufficient alone to justify the seizure of the vessel. It was recited further that the cargo of rubber was contraband and loaded without authority.

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San Francisco Letter List

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Anderson, Oskar L.
Anderson, S. Alex
Andersson, E. -1781
Andersson, J. -1997
Andersson, O. A.
Andersson, Sture
Andersson, V.
Anguiano, Restituto
Antonsen, Arthur
Appelgren, John
Appleton, George

Baak, M.
Baardsen, J.
Barlow, Rob.
Barry, Wm. J.
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Beck, J. A.
Beime, Wm. A.
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Bell, Norman
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Berg, Wilhelm
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Bertelson, Oscar
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Danielson, E.
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Grant, Lewis
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Hansen, Hans
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Hansen, H. M.
Hansen, Oscar
Hansen, Raynols
Hanson, Fred
Hanson, Johan A.
Hay, C. W.
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Hellman, H. N.
Hermanson, C.
Hesketh, Rob.
Hessen, Ben
Heyn, Thorvald
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Higland, Daniel
Hobbs, Frank
Hofman, P. J.
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Hole, Sigvald
Hollander, D.
Holm, A.
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Jensen, Lorentz
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Johansen, T. A.
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Moore, Joseph
Morrison, Phillip
Mulley, Jim
Murphy, Dave

Nauta, Hendrick
Nannestad, A.
Niejanr, Oskar
Nelson, E. -126
Nelson, Hans L.
Neuman, J. M.
Nilson, Nat
Nolen, Axel
Nord, Karl
Nordbeck, Hj.
Nordling, Sam
Nordstrom, Einst
Nordstrom, Hans
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Olson, John

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Petersen, Hilmar
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INFORMATION WANTED.

Members of the crew of the S. S. "Macona," who signed Shipping Articles at New York about April 1st, 1917, are entitled to a share for salvaging the said ship when she was partly wrecked near Havre, France. Members of the crew of the said ship should file, with me, their claims for their share of the salvage money, which I am now trying to collect for other seamen.
ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the S. S. "St. Charles," which salvaged the S. S. "Tea" in 1917, who have not yet filed with me their claim for their share of the salvage money, should do so as soon as possible, as the case will come up for trial in a very short time.
ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the "Florence Olsen," who were on board the said steamship when she salvaged the "Claremont" on October 31, 1918, off the coast of Nicaragua and brought her to Cristobal, should file with me their claim for their share of the salvage money as soon as possible, as I am taking up on behalf of other members of the crew the collection of salvage money due them.
ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

News from Abroad

By systematic reforestation Java is constantly increasing its teak forests, which now cover more than 1,480,000 acres, despite the great amount of timber cut every year.

There are more than 6,000,000 Africans among the 17,000,000 people in Brazil, and many of them the crudest type of negro on the American hemisphere.

Because locusts are rich in nitrogen and phosphoric acid the government of Uruguay has appointed a commission to ascertain if the insects can not be utilized in fertilizers, soap and lubricants.

When a Speaker of the British House of Commons retires from office it is the established custom to grant him a peerage, together with a town house and pension of $20,000 a year for the rest of his life.

Russia's war casualties total 9,150,000 men, according to information received from Petrograd. Of this number 1,700,000 were killed. The disabled men number 1,460,000, while 3,500,000 other soldiers were wounded. The Russians taken prisoner total 2,500,000.

It is understood that a famous British shipbuilding firm has been informed by the Admiralty that it may now turn over for the adoption to new Atlantic liners of the Mauretania and Aquitania type, certain boilers and machinery, which had been ordered for large naval vessels. It is also understood that other British shipbuilding firms have been authorized to go ahead with the construction of ships on private account.

Danish papers publish a semi-official statement regarding the future policy of cooperation between Scandinavia and Denmark. It states that, as a result of the meetings of the Scandinavian Cabinet ministers and governments, the three northern countries have appointed committees to study measures for the protecting of neutral states' common interests at the peace negotiations and afterward. These committees have held a series of meetings at Copenhagen, and have agreed to a detailed proposal in favor of the organization of a League of Nations. The committees have provisionally discussed the questions of the northern states' attitude to the proposed international restrictions of armaments and the international enforcement thereof, and will further consider the matter.

The personnel of the big world peace congress gradually is taking form, so that the American delegates express the hope that the various countries' delegates will be announced and the delegates arrive for the actual commencement of the negotiations soon after the opening of the new year. A number of minor details of the composition of the congress are now fairly well settled, as a result of recent conferences. These indicate that the total membership of the congress will be between 100 and 120. Twenty-seven countries will be represented by delegations, including those which declared war and a number which have come into existence as a result of the war. The great powers, notably Great Britain, France, the United States and Italy, each have allotted five delegates, while the other delegations will vary from one to four members, according to the size of the country and the interests involved.

With the Wits

"She says she'd rather be miserable with me than happy with anybody else."

"Married life is frequently lived on that basis, my friend."—Judge.

"De man dat never complains," said Uncle Eben, "mebbe aint takin' enough notice of whut's goin' on to make his opinions worth noticin' nohow."—Washington Star.

Mr. Mugg (relating his adventures)—And starvation stared me in the face.

Miss Bright—Unpleasant for both of you, I should think.—Boston Transcript.

"How's politics?"

"Looking up. Three gentlemen candidates are doing my reaping for me and a couple of lady candidates are helping mother put up preserves."—Louisville Courier-Journal.

"I was just thinking."

"What about?"

"Gee whiz! Suppose they christened babies as they christen ships, by cracking them over the nose with a bottle."—Boston Transcript.

"Are you writing regularly to your boy Josh?"

"I dunno," replied Farmer Corntossel. "I kind o' got an idea that I've been writin' to the censor. After the censor takes out the news he wants, he lets Josh keep the change."—Washington Star.

"What made you a multimillionaire?"

"My wife."

"Ah, her tactful help——"

"Nothing like that. I was simply curious to know if there was any income she couldn't live beyond."—Kansas City Journal.

Crown Prince—Have you caused my proclamation announcing that this offensive will bring our victorious arms to Paris and the Channel ports to be read to all regiments?

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VOL. XXXII, No. 18. SAN FRANCISCO, WEDNESDAY, JANUARY 8, 1919. Whole No. 2520.

A DEFENSE OF THE SEAMEN'S ACT.

Senator Fletcher Challenges Those Responsible for Misrepresentation.

Addressing the United States Senate on recent attacks upon the Seamen's Act, Senator Fletcher, of Florida, minced no words in directing attention to certain fallacies upon American shipping problems.

In particular did the Senator devote his attention to the oft-repeated contention that "our navigation laws hamper and hinder ship operation under American registry."

The "Essentials of Sea Power" were also ably analyzed by Senator Fletcher, and the Journal takes pleasure in submitting herewith pertinent and interesting excerpts from his address which was delivered on December 26.

Of course, the first essential to a creditable sea power is ships flying our flag. I take it if we have learned anything from the war, now about over, it is the fact that we must have an American mercantile marine sufficient to carry at least a major per cent. of our foreign commerce.

The reasons need not be discussed. There is no need for argument. I assume there is practically unanimity of thought to that effect. There may be a difference of opinion as to how this is to be accomplished. Some contend that private enterprise should both build and operate the ships. Others contend that the Government should build and operate along with and not in a way to discourage private enterprise. Still others insist the Government should build, own, and operate the ocean-going boats engaged in foreign trade, flying our flag, without regard to individual or private interests.

The situation is that for 50 years we waited for private enterprise, and it failed. In 1914 officials of the Administration, in and out of Congress, considered that it would be folly to wait longer and caused to be introduced a bill creating a Shipping Board and appropriating $50,000,000 with which to begin the building of an American mercantile marine. This measure was opposed more vigorously than any other proposed, in the Senate at any rate, within a quarter of a century. It was fought with such determination and united forces by our Republican friends that a vote was prevented on it, although it was kept before the Senate almost to the day of final adjournment, March, 1915.

Early after the assembling of the next Congress a similar bill was introduced, and by that time the war had brought an awakening throughout the country, and it was perfectly plain that our commerce was being paralyzed, and we were in the humiliating position of having to beg for ships, and there were none to be had. Accordingly the bill passed Congress, was approved September 7, 1916, and without that legislation we could not have won this war when it was won.

We could not have moved our troops and supplies across the ocean. We could not have borne the freight rates charged against our products. We would have had no ships of any consequence now.

We are getting the ships—four or five cargo carriers each day—and we are operating ships procured and constructed in pursuance of that legislation. We will be able to bring our boys home. We are able to carry food to starving peoples throughout the world in our ships. We are taking our place as a maritime nation and are in a position to maintain a respectable status as such.

The next essential to "sea power" after acquiring the ships is to have the men to navigate them.

It is this essential that I desire particularly to speak about. It was to secure this essential as well as to make reasonable provision for safety of life at sea that what is known as the Seamen's act was passed and approved March 4, 1915. Its enforcement will practically equalize the cost of operation on all vessels using our ports, whether flying our own flag or any other, because equal wages, equal crews, and equal equipment will bring about equal cost. This act has been either greatly misunderstood or deliberately and grossly misrepresented. I can well understand how foreign shipowners do not think much of this act. American shipowners in the past were closely connected with European shipowners and they clamored for a subsidy. Instead of a subsidy we offer this law and under it America can have a merchant marine without paying any subsidy of any kind.

Let us be frank about it. The law requires the local inspectors to take into account the statutory requirements as to manning lifeboats and a certain per cent. of the deck's crew must have the rating of able seamen, but there is no law fixing definitely the number of seamen that shall be carried on vessels of the United States. The Secretary of Commerce is authorized to prescribe rules and regulations respecting the number of ordinary seamen, boys for training, the rating and number of men in the engine room. No such general rule, however, has been promulgated.

Prior to the passage of this act the difference between the wages paid to seamen hired in ports of the United States and other ports were about as follows:

Seamen's wages in New York were about 20 per cent. higher than wages paid at Liverpool; about 22.5 per cent. higher than in North Sea or Atlantic ports on the Continent of Europe; about 30 per cent. higher than the wages paid in the ports of the inner Mediterranean or Baltic; about 400 per cent. higher than the wages paid in India or China; about 300 per cent. higher than the wages paid in the ports of Japan.

Vessels capable of hiring their seamen in low-wage ports and compelling them to remain with the vessel in high-wage ports had, of course, a great advantage over any other vessels not so advantageously situated.

This was recognized by Congress when, on June 26, 1884, a law was enacted allowing American vessels to discharge their higher priced men in low-wage ports and to keep them by the vessel, by fear of imprisonment, in high-wage ports. The attempt failed, however, because the Americans quit the sea entirely and we could not get men even to become officers.

On March 4, 1915, Congress, disregarding the protests from foreign countries, enacted the so-called Seamen's act. The purpose of this act was to equalize the wage cost that so far had resisted all efforts. The further purpose was to induce the American to again seek the sea.

It was contended and finally believed that if the seaman was made a free man, with the right to quit the vessel in any safe port and the further right to demand and receive part of his earned wages, the seaman would seek the higher wages by quitting the vessel paying the low wage and thereby compelling the low-wage vessel to pay the wages out of the port.

The law became operative as to foreign vessels in July, 1916, and in August, 1916, the equalization began. It has continued ever since in spite of the war and in spite of the fact that several provisions of the law have not been permitted to function. This is no longer open to question. The Shipping Board has the evidence, which is not only undisputed by foreign consuls, but the act is claimed as the reason for a condition which they very much resent and against which they never cease to protest.

With his European competitor the American shipowner is on an equality for the first time in about 60 years. The equalization does not stop in American ports. Great Britain in February last made the wages of seamen out of British ports the same as the wages paid to seamen out of Atlantic American ports. This was done because it was cheaper to pay American wages from British ports and keep the men on board in American ports than to pay less, to lose the men, cause possible delay, and to pay the American wages and the crimp's fees in ports of the United States. Let the act stand. See that it is properly enforced on American vessels and the foreign vessels being placed on absolute equality with the American vessels will pay the same wages and will have no just grounds for complaint.

The general cost of operation of vessels in the same trade prior to the passage of the seamen's act was practically the same except as to the wage cost. All supplies were bought where they could be bought the cheapest. The American vessel paid higher wages to officers and seamen. While this item is really only a small per cent. of operating expense, we bring about equalization, overcome the objection, always greatly magnified, by raising the wages of all maritime nations to the American standard instead of following the old policy of lowering wages to foreign standards and causing our men to abandon the sea.

When it comes to consider that great question, "the freedom of the seas," it will be well to keep these matters in mind. They are likely

to be quite as important as questions of the extent of territorial waters, legitimate blockade, and other international outstanding conventions. I would not be understood as intimating that antagonisms may arise or that there is danger of selfish interests dominating in the council of nations. It is fair to state that England does not, so far as I am advised, dispute the principle of equal opportunity of all nations to navigate the seas fully and the equal right of all nations to extend their commerce into all parts of the world. It is quite true that England's policy has tended toward liberality in this regard. She allows vessels of foreign registry to compete with her own in her coastwise trade. Most nations, including our own, confine this privilege to vessels of their own registry, respectively.

Aside from certain provisions of the seamen's act on this point, our laws are substantially like those of England, Germany, Norway, and Japan.

It is a fact that our laws are not as strict as those laws nor are they as burdensome. For instance, England, Germany, Japan, and Norway have a load line; we have none. They can not carry deck loads at any time beyond a certain height, which in the winter is very much reduced. We have no such regulations. Those nations have their seamen included in their workmen's compensation laws. Our seamen are excluded. In those nations the vessels must pay for hospital for sick seamen. Here this is taken from the taxes paid by the general public, except there is a small amount paid by the vessel owners, which is taken from the deserting seamen; but that is not sufficient to support the hospital. In those countries the vessels or their owners have a very considerable liability to passengers or their heirs in cases of disaster. Our vessels and owners have none.

On November 16 last the Admiralty Board of Great Britain, thanking the mercantile marine and the fishing industry for their incomparable services during the war, said that "without the loyal co-operation of the former"—that is, the mercantile marine—"with the navy and its indomitable courage, the enemy's submarine must have entirely attained its object."

The board also said, as reported in the dispatches, that "aboard all ships, from the largest dreadnaughts to the smallest patrol boat, there were found officers and men of the mercantile navy combining with those of the Royal Navy in fighting the enemy and defeating its nefarious methods of warfare." "In the interest of the empire," the statement concludes, "the close connection between the merchantmen and the Royal Navy must prove a lasting one."

The navy or naval reserves have nothing to do with the operation of the merchant vessels in Great Britain; on the contrary, the officers and crews of the merchant vessels came to the assistance of the Royal Navy.

It is to the building up of this competent and efficient force of American seamen, unsurpassed in any country, that we must bend our most earnest endeavors. Then, indeed, the hour for an adequate American mercantile marine will have struck.

We can never succeed in establishing a creditable mercantile marine under our flag unless we arrange to furnish the men to sail the ships.

We can do that readily when we assure the men fair treatment, wholesome and healthful surroundings, reasonable compensation for services, and certain advancement for faithful and efficient performance of duties.

The American boy for many years past has found nothing to invite, but everything to discourage, him when he looked toward the sea. He has been driven to other occupations, even when his taste and yearning urged him to "do business on the great waters."

The sea power of any nation depends mainly upon the number of trained seamen that nation can furnish. It is the part of wisdom to foster in every way the development of seamanship and make attractive to those who turn to it as a permanent occupation the life of a mariner.

Before the days of Solomon the merchants of Tyre were operating ships and extending the trade to the then known regions. Their supremacy on the seas passed, after supporting dynasties and building cities, by the use of ships, to Greece; then to Italy; then to Portugal; then to Spain; then to Holland; then to England; and finally to the United States in the days of the Baltimore clippers.

We threw away the proud title of "The Mistress of the Seas." We deliberately allowed this country to become a "beggar of ships," and, with our commerce paralyzed, a "fettered and embargoed trafficker;" we changed the word "mistress" to "vassal." I do not think we will be guilty of such folly again. We adopted the policy of neglecting our seamen, finding crews wherever they could be had for the least money, taking the foreigner stranded on our shores, picking up the derelicts, treating them outrageously, until the word "sailor" became a by-word and a reproach. Until the act of December 21, 1898, seamen could be imprisoned for leaving an American vessel in an American port and held against their will to service. Until the seamen's act, which became effective as to foreign vessels in August, 1916, under treaties denounced by that act, seamen on foreign vessels could be arrested and imprisoned by our courts for leaving their vessel. It was not until that

(Continued on Page 9.)

A MEMORABLE MEETING.

Mention was made in last week's issue of the JOURNAL of the arrival in San Francisco on the 28th ult. of Tom Chambers and Captain Edward Tupper, treasurer and organizer respectively of the National Sailors' and Firemen's Union of Great Britain and Ireland. Brief reference was also made to their being met at the Ferry Building and taken in hand by a representative committee from the Pacific District of the International Seamen's Union of America.

A well attended and enthusiastic public meeting in honor of the two visitors was held on Monday evening, December 30th, in the spacious hall of the Sailors' Union of the Pacific. Comrade Walter Macarthur, veteran of the "Old Guard," acted as chairman and master of ceremonies.

It may as well be noted in passing that Comrade Macarthur's old-time, robust vein of humor is still capable of going it 100 per cent. strong when the occasion demands it. Also, he has lost none of his happy faculty for saying the right thing at the right time; a faculty which, seemingly, "age can not wither, nor custom stale."

After a few well-chosen remarks in the nature of a greeting to the visitors, and explaining their mission to American seamen, the chair introduced the first speaker of the evening, Captain Edward Tupper.

Comrade Tupper is one of those speakers with a "punch" in their delivery who will make an audience sit up and take note whether they want to or not. Also, he is evidently a believer in the time-honored injunction, "Shoemaker, stick to your last." As befits a live organizer of seamen, the burden of his advice to the assembled seafarers was, "Organize! organize!! organize!!!" "Every unorganized seaman is against us," he said, "no matter how much friendly sentiment toward the Union he may profess."

To give added point to his remarks, and by way of an object lesson, the comrade reviewed briefly the early history of the seamen's unions of Great Britain, and their long and disheartening fight against the labor-crushing tactics of the Shipping Federation Ltd. He feelingly described the heroic struggles and sufferings of British merchant seamen during the never-to-be-forgotten four years of the recent world-war. He concluded with an admiring reference to America's "new merchant marine," and expressed a fervent hope for closer co-operation between American and British seamen.

Captain Tupper was followed and ably seconded by his colleague, Tom Chambers. There is not much danger of anyone present going to sleep when Comrade Chambers is speaking. At handing out information to "the boys" about things they should know he is A1 at Lloyd's. His long suit is directness of speech. Rhetorical abstractions he eschews entirely. Concrete facts are apparently the only ones he deals in. A graphic and entertaining narrator of events, he is possessed of a rare ability to visualize to his hearers every outstanding incident touched upon in his discourse.

The subject matter of Comrade Chambers' address was necessarily much of a kind with that presented by the preceding speaker. A good deal of supplementary information was brought out by him, however. As, for instance, when he stated that the majority of the members of the National Sailors' and Firemen's Union of Great Britain and Ireland were enrolled in the Royal Naval Reserve, and that as soon as war was declared they were all drafted into the navy. This created a great scarcity of merchant seamen. Almost any wages they might have demanded could have been obtained by them. But the cooler heads among them dreaded a sudden and dizzy inflation of wages, forseeing the inevitable reaction after the war. Wiser counsel prevailed in the end, and wages were presently stabilized for the period of the war at the rate of £11 10s. a month for sailors and £12 for firemen, with a bonus of £3.

A national maritime board, headed by the minister of shipping, was created for the sole purpose of adjudicating disputes between shipowners and seamen. It has been of great assistance to the seamen in securing their rights.

The comrade wound up his address with an excoriating denunciation of the ruthlessness of German submarine warfare. The wastage of human life from that cause alone he described as appalling. At a low estimate more than 17,000 British subjects had been sent to untimely graves by German submarines, 14,000 of whom were merchant seamen. As a fitting rebuke of such wanton barbarity he said British seamen had resolved not to recognize the German flag or to sail with her seamen. In no other way, he said, can Germany be brought to see the enormity of her offense.

Editor Scharrenberg, of the JOURNAL, was the next speaker. As an American citizen, imbued with American ideals of justice and humanity, he declared himself in absolute and unqualified accord with the last speaker's sentiments in respect to Germany's ruthless submarine warfare. On behalf of the seamen on the Pacific Coast he ventured to assure the visitors that no language, however strong, which they might use in condemnation of that particular crime against civilization could adequately convey the feeling of horror and detestation which its contemplation had aroused in both himself and those for whom he spoke. The freedom of the seas to civilians engaged in lawful pursuits he held to be at all times, even in war, as fundamental and sacred a right as the freedom of men on land guaranteed by all civilized nations.

Other speakers of the evening were Patrick Flynn, secretary of the Marine Firemen, Oilers and Watertenders' Union of the Pacific; Eugene Burke of the Marine Cooks' and Stewards' Association of the Pacific Coast, and Secretary I. N. Hylen of the Alaska Fishermen's Union. Last, but by no means least, came Treasurer Ed Andersen, whose chief boast in life is that he joined the Sailors' Union of the Pacific on the day before it was organized. Be that as it may, the old war horse was in great form, and favored "the boys" with one of his usual rattling, straight-from-the-shoulder talks.

The meeting adjourned with three rousing cheers and a tiger for the visiting comrades from over the seas.

Russia, with a population of nearly 130,000,000, has only about 19,000 physicians. The United States, with a population of about 100,000,000, has over 120,000 physicians.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Agricultural Lands Not Owned by Nation.

In his annual report Commissioner Clay Tallman of the United States General Land Office dispels the belief that the Government owns large areas of land suitable for crop farming.

There are approximately 225,000,000 acres of remaining unappropriated and unreserved public land, and the commissioner says:

"Many people seem to believe that great areas of these lands are virgin prairie grass lands like Kansas, Nebraska, or the Dakotas, all ready for the plow and the immediate production of wheat for our allies and ourselves, or, if situated in the arid regions, that water is readily available for reclamation. The fact is that with some exceptions the great bulk of this 225,000,000 acres is essentially a grazing proposition. Generally speaking the crop lands are gone into private ownership.

"Increased land values and the constant demand for more lands, coupled with liberal laws, have resulted in the absorption of practically the entire remaining farm lands suitable for crop production. Of course there are exceptions to this.

"The point we desire to make clear, and which the public should understand, is that, generally speaking, the remaining public lands are not farm lands in the ordinary sense of crop production at all. This does not mean that these lands are not useful, for they support a great portion of the meat and wool production of the country and are carrying their full capacity of cattle and sheep."

Foreign Interests Oppose Seamen's Law.

Foreign shipping interests are the most vigorous opponents of the Seamen's law, declared Silas Blake Axtell, attorney for the International Seamen's Union, in a reply to the claim of Capt. Robert Dollar that certain sections of this law must be repealed.

"We want to bring about a Government shipping office," said the attorney, "so that there will be an end to the 'crimping' or boarding-house system by which seamen are hired and through which shipping masters are compelled to pay from $5 to $20 a man. These 'crimping' places have got control, to a large extent, of the placing of seamen on foreign ships.

"It may be stated here," continued Mr. Axtell, "that Capt. Dollar has several ships in registry at British Columbia under the Union Jack. And let me add that foreign shipping interests are the most vigorous opponents of the act, which has humanitarian principles affecting passengers as well as seamen. Even now there is pending in the United States Supreme Court an action filed by the British embassy to test the constitutionality of the act. Americans will not go to sea at wages inferior to shore wages and under conditions of less liberty and greater hardships than at shore jobs.

"Since the beginning of time, originating when all trade was in sail, the system on foreign vessels has been to hold the seaman bound to his ship by legal and economic bonds. He was compelled to sign an agreement to stay with a ship a number of years. The arrangement provides he shall have no shore liberty and no money during a round trip except at the option of the master. He is subject to all sorts of fines and penalties.

"The Seamen's Act does much to give liberty and a few rights. It makes it possible for an American to go to sea."

A Union "Authority."

Brigadier General Disque, in charge of the Government's air spruce division, addressed the recent meeting of Loyal Legion of Loggers and Lumbermen in Portland, Oregon. This organization consists of employers and employed and was formed by General Disque, who is charged by trade unionists with fostering a strikebreaking agency.

The General insists that he understands the trade union movement. As proof he made this statement:

"Laboring men ordinarily are not experienced in business affairs and naturally delegate their powers to those of their numbers who are quick-witted, keen and aggressive. These delegates soon become professionals and settle down as perpetual champions of labor in the war against the employer. All men are ambitious to be successful and some labor officials measure their success by the number of fights they can stir up with employers. Unfortunately laboring men themselves in many instances have encouraged this type of official, and to hold his salaried job he feels that he must produce his quota of so-called victories over employers."

The General made no reference to labor's commitment to the policy of arbitration.

Unionists Recognized.

Ex-Governor Lind of Minnesota, acting as umpire for the National War Labor Board in the case of organized machinists versus the Niles-Bement Pond Company of Plainfield, New Jersey, rules that these workers are entitled to present grievances to the company through representatives of their own choice, "whether such representatives be at the time an employe in the establishment or not."

The company employs between 300 and 400 men, 90 per cent. of whom are union. The demand for the union shop was not involved in the wage controversy, but the company refused to treat with the union's representative on the ground that he was not an employe. The company justified its action on the ground that the National War Labor Board had declared where union and non-union men work together and the employer meets only with employes engaged in such establisments, the continuance of such conditions shall not be deemed a grievance.

The workers show that prior to last year grievances were handled by union representatives, but that lately a change has been made. Umpire Lind holds that the ruling of the company referred to contains a provision that the War Labor Board re-

(Continued on Page 11.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The women of France grouped under several organizations representing many shades of political opinion, have issued a manifesto demanding recognition of women's political rights before the next elections.

Carl Kautsky, the Independent Socialist leader, is preparing data for the German "White Book" on the origin of the war. It is expected to be made public around the first of the year in three or four volumes containing all official documents including these supposed to have been destroyed.

The Finnish women have erected the first memorial to commemorate the enfranchisement of women at the foot of the highest hill in the Finland Alps near the town of Frobjerg. The stone bears the words: "On man and woman equal rights confer; let her serve him; likewise let him serve her."

All Bavarian industries employing more than ten persons were ordered to shut down from December 23 until January 2 for the purpose of saving coal. The workers will receive .90 per cent. of their ordinary wages, of which the employers will collect two-thirds from the communities in which they are located, under a State Treasury ruling made for the purpose of guarding industries.

"Every workman in his trade union: every employer in his trade association." This ideal of trade organization announced by Dr. Addison, British Minister of Reconstruction, in his speeches early this year, is being steadily helped toward fulfillment by the interim joint trade bodies which his ministry is setting up. The interim industrial reconstruction committees which have been established in certain less highly organized industries (and of which some 20 have already been formed) are working hard toward making their trade bodies fully representative. The interim committee for the glove trade, for example, is sending out a circular to all members of the trade urging both employers and workpeople to enroll in their respective associations and trade unions.

For the purpose of uniting the women of Canada for their political responsibilities, the Women's Party has been organized in Toronto, Ont. The platform provides for war until victory, restitution and restoration, food rationing, reduction of non-essential industries, ridding government departments of pacifists and pro-Germans, better co-ordination of military, naval and aerial efforts, the maintenance of the present alliance after the war, Canadian representation in the British Parliament, imperial control of national resources, essential industries and transportation, the prevention of German financial penetration and industrial exploitation in the Empire by the measures recommended in the Paris Economic Conference and others, shorter hours of labor rather than "control of industry by the workers," increased production, absolute recognition of women by the government, equal pay for equal work, equal marriage laws, equal parental rights, immigration reforms, opportunities of education, and a housing scheme involving co-operative housekeeping.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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NOTICE.

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Bulgarelli, Dario	Borgen, Knut
Burgess, John	Bugden, Edward
Carlson Axel George	Caldio, C. D.
Carlson, Wm.	Carlson, George
Christiansen, C. A.	Carlson, Hjalmar
Engvall, Fred	Dahlquist, Carl M.
Eriesson, Charles	Fenlon, Edward
Hansen, Andrew	Frederickson, Andrew
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Howde, Chris.	Jensen, J.
Holkestad, Marelius	Jacobson, Paul M.
Karbo, Eldar	Langula, Waino
Karlson, Wm.	Larsen, Harold
Lauritsen, G.	Larsen, Hjalmar
Leyons, J. B.	Larson, Jens
Maki, Fred	Luckman, Samuel
Minich, B. I.	Nelson, Phillip
Morgan, L. M.	Nilson, Nils Engwald
Mogstad, John	Norton, Emil
Olsen, O.	Norton, P. A.
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Rasmussen, Robert	Rasmussen, Peter
Sandanger, Ole	Rudsit, Fred
Sandbeck, George	Sather, Harold
Sandvik, Harold	Sather, P.
Smith, G. H.	Simonsen, Hans
Smith, Merle	Schuppel, John A.
Walin, Gust.	Tardiff, Geo. H.
Waiknopa, Herman	Taylor, T. G.
Wilson, O. K.	

INFORMATION WANTED.

H. Lincoln, who was seaman on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exhange Bldg., San Francisco: 1-8-19

Members of the crew of the SS. "Fred W. Weller," at the time she salvaged the Norwegian barque "Gratia," November, 1918, should file their claim with me, as soon as possible, for their share of the salvage money, which I am taking up now on behalf of other members of the crew. ISIDORE A. RABINOW,
Attorney for Seamen,
277 Broadway, Room 401,
New York City.
1-8-19

Demand the Union Label

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Bergh, Borge	Johansen, N. A. -1604
Carlsson, Axel	
Cariera, P.	Johansen, Fred
Clay, Henry	Johanson, John
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Engstrom, Erick	Jacobsen, John
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Fosberg, Leonard	Johnson, Chas. A. -2044
Frost, Peter	
Grunwald, Alois	Jonassen, Johannes
Grassen, Joe	Jacobsen, Telegram
Gunerud, Thorvald	Johansen, Fred
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Miller, John	Winberg, Oscar
Mourice, Francis	Williams, Edward A.
Monson, Chas. C.	Warkala, John
Nurmi, Taini	Zunderer, Theo
Norstrom, Hans	Questionnaires.
Olsen, Ole W.	Aldo, Kusta Nestar
Olson, Andrew	Axelson, Erik
Peterson, K. E.	Anderson, Sven
Peterson, Hugo	Christensen, Ole Martin
Pelz, Fritz	
Petrow, Fred	Doage, Sigvald
Ryden, Oscar	Grenlund, Oskar A.
Raaum, Harry	Hanson, John August
Rasmussen, J. A.	
Swenson, Nickolaus	Holm, Frank
Spence, Oswald	Jacobsen, Gustav E.
Sodergren, Oscar	Johansen, N. A.
Shlieman, F.	Johansen, Carl M.
Stringer, H.	Oso, Peter
Salo, Oscar	Kallas, Martin
Turman, Arthur	Ringvall, Victor
Terkki, Arthur	Tysk, John H.
CLASSIFICATION CARD	
Doage, Sigvald	Pederson, Carl
Hingren, John H.	Schlieman, J.
Hansen, Adolph	Tysk, J. H.
Louis, Jose M.	

Pacific Coast Marine.

The United States Shipping Board steamer "Bancroft" towed the "Neola," also under Government operation, into San Francisco Bay on January 2. En route from Honolulu the engines of the "Neola" broke down. The "Bancroft," on her way from San Francisco to the islands, turned about and took her in tow. After loading additional fuel the "Bancroft" will make another start for the islands.

The Associated Terminals Company have made application to the Harbor Commission of San Francisco for one of the old terminals on Islais Creek, which the Harbor Commission plans to install shortly. A series of tanks and pump for handling vegetable oil brought to San Francisco from the Orient will be installed, the plan being for a number of the importers to have privately-owned tanks, while others will be permitted to use the plants installed by the Harbor Commissioners.

Members of the State Harbor Commission of San Francisco refuse to discuss the advisability of the proposed measure to take San Francisco's water front away from the State and turn it over to the municipality. "As servants of the State we feel that any expression of opinion in the matter should come from the Governor rather than from the Harbor Board," said Commissioner Miles Standish. It is unofficially reported, however, that the Harbor Commissioners as a unit opposed the shifting of the local pier control.

Lumber shipments from the Columbia River during the month of December were unusually light. According to statistics, twenty-three vessels loaded at the mills in the lower Columbia River districts and their combined cargoes totaled 17,115,000 feet of lumber, all for points in California. In the same period five vessels loaded 4,439,268 feet at the up-river mills, making a grand total of 21,454,268 feet of lumber that left the Columbia River in cargoes during the month. The shipments of lumber products included 335,110 bundles of box shooks for the Hawaiian Islands.

The entire fleet of gas boats operated by the Diamond Match Company in the San Diego kelp business have been purchased by the Crowley Launch and Lighterage Company of San Francisco. These include the "Diamond King," "Diamond Queen," "Diamond Prince," "Wasco" and "Mohalo." All are equipped with 100-horsepower engines. Each craft is sixty-two feet long, fourteen feet beam and about six feet draft. Six of the barges also have been purchased. They are from 90 to 110 feet in length. This will make the combined Crowley fleet one of the biggest in the country.

C. W. Cook, assistant director of operations for the Shipping Board in charge at San Francisco, has resigned, and Harold Eby, assistant, is filling the vacancy. Cook will take a vacation, later to resume his old post as head of the American-Hawaiian Steamship Company at San Francisco. Eby was manager for the Kosmos line and its German-owned vessels operating into San Francisco before the war in 1914. He had charge of the interned Kosmos ships at San Francisco until the United States entered the war. When the ships were seized Eby became associated with the Shipping Board.

The thousands of commuters and others crossing between the Oakland and San Francisco ferries have taken many lingering looks at the huge camouflaged freighter anchored in the stream, for by the time another New Year's day comes around the ship of deceit will have passed into history. The "Zaca," launched by the Moore Shipbuilding Company on August 29, was the last vessel built in a local plant to be daubed with the various streaks intended to deceive the commanders of German submarines. In the future the hulls and superstructure will be painted the regulation tones of peace and the word "camouflage" will no longer be applied to matter afloat.

Edward A. Christensen, John R. Hanify and Cliff Weatherwax have organized an importing and exporting business at San Francisco under the firm name of Christensen, Hanify and Weatherwax. Offices have been opened at 210 California street. H. A. Wilson, formerly in charge of the West Coast business of Comyn, Mackall & Co., has become associated with the new company and soon will leave for the East as a diplomatic trade investigator. Wilson, whose home is in Chile, will visit the Eastern and gulf cities and will then leave New Orleans for South America. The new company hopes to promote an extensive shipping and trading business in South America.

Because the trend of the shipbuilding industry is away from wood to steel construction, there is a possibility that the Foundation Company, now operating four of the largest wooden plants on the Coast, will erect a large steel shipbuilding plant in San Francisco, according to Edward E. Jenkins, assistant to Vice-President Bayly Hopkins. Jenkins is at the Palace Hotel, on his way to Victoria, where two of the company's plants were built. The others are in Tacoma and Portland. "Our company has had a San Francisco plant under advisement," said Jenkins, "because of its advantageous position. Our company already has extensive interests in San Francisco in other lines."

Seattle shipbuilders are proud of their 1918 record. During that year they added ninety-six ocean-going vessels of various types and designs, with a total deadweight tonnage of 651,200, to the world's merchant marine. This figure includes only vessels built in Seattle. Sixty-one of the ships were steel freighters of 7500 tons or more, with a total tonnage of 535,200. During the year the Skinner & Eddy plant revolutionized the world's steel shipbuilding by first turning out a steel freighter in less than 100 days and later putting one in commission in seventy-eight days after keel-laying. This company launched thirty large steel vessels, with a deadweight tonnage of 268,000, and delivered twenty-six of them during the year.

Joseph Barker, port engineer for the Mason Navigation Company, who operated the majority of the wooden steamers between San Francisco and Honolulu, announced that the timber vessel is now improving with age and there is less difficulty in the operation. Where there were formerly some ten or twelve vessels constantly laid up for repairs, this number has been reduced to a scant four. The "Coconino" is still being tinkered with, but will be ready to receive cargo in the near future. The "Mono" is at the Hanlon plant, the "Wihaha" is having the engines repaired and the "Bellota" is at the Union plant receiving the last finishing touches to fit her for the sea. The hulls are gradually tightening up and in a few months it is expected that but little calking will be needed.

Revocation of the license of C. D. Bunker & Co., San Francisco shipping brokers, on account of the firm's connection with the steamer "Sacramento" conspiracy case, will be sought by John O. Davis, Collector of Customs, now en route for New York and Washington. Davis said he would also present the case of Swayne & Hoyt, another shipping firm involved through R. H. Swayne, who was indicted and pleaded guilty. An increase in pay for warehouse men in the Customs Service from $1400 to $1600 a year will be sought by Davis. The Government is reimbursed by the warehouse owners, who have been permitted by the Railroad Commission to increase their rates, the increased wage being one of the representations upon which the increase in rates was granted. The Government has failed to authorize the wage increase.

San Francisco foreign traders have hailed with satisfaction the further removal of import restrictions and the substantial reduction in west-bound transpacific ocean rates. Restrictions on the importation of all of the articles in the second list of the War Trade Board, with the exception of ferro manganese and glassware, were removed Tuesday afternoon. In addition to the forty-four articles on this list, the restrictions governing the importation of cotton manufactures and gypsum were also eliminated. Among the outstanding items on this list are shellfish, tobacco leaf, fresh, cured and dried fish; animal oils, dairy products, meat products, bones, hoofs and horns, cork and manufactured cork, dried, frozen and preserved eggs and egg yolks; furs, glue and glue stocks; animal and human hair; all kinds of paper and paper manufactures, and vanila beans. Licensing regulations are still effective, but licenses will be granted freely and with as little delay as possible, according to C. O. G. Miller, head of the local office of the War Trade Board. Ocean rates on freight to China and Japan have been reduced from $50 to $30 and the rate to Manila is made $25 a ton. These rates are said to be sufficiently low to attract a large amount of freight destined to transpacific ports from the Middle West

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, Mich.....11 Shelby Street
Telephone Cherry 342.
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 8, 1919.

WHAT IS SEA FREEDOM?

Although there have been many surmises it is not on record that President Wilson at any time since January 8, 1918, gave any detailed definition of what he meant by sea freedom when he laid down his peace terms to the Central Powers.

Notwithstanding this absence of explanation on the part of President Wilson, some individuals who pretend to be close to him have intimated that he would, at the Peace Conference, urge the most liberal interpretation of the phrase, the "freedom of the seas." Not only that, but there have been many hints from these same sources that this implied, in some way or other, the diminution of British sea power. As was inevitable, the British press has freely answered the intimation.

So far as the average American knows, these insinuations of friction between the President and the Allied chiefs as regards future naval policy are not merely groundless, but highly reprehensible. The well-informed are convinced that behind it all is some of that old sinister propaganda which is so familiar, and which did not by any means cease with the signing of the armistice. It is a fact, however, that while most of it is attributed to the "Bureau of Enemy Psychology," some of it is due to merely careless statements which have found currency on both sides of the Atlantic.

Far from there being any danger of inharmony between the United States and Great Britain on the question of naval power, there is every reason to believe that the President regards the maintenance of the British Navy at maximum strength, and the increase of the American Navy, as the corner-stone of world peace for many years to come.

But no matter what the President's exact viewpoint may be upon sea freedom and related things, there is no doubt whatever regarding his attitude on freedom for the men who follow the sea in the capacity of merchant seamen.

Let it never for a moment be forgotten that the President in affixing his signature to the American Seamen's Act completed the work of the immortal Abraham Lincoln by giving freedom to the only class of American workers who were still subject to involuntary servitude. To-day all American seamen are "free men." Moreover, one of the points adopted at the Inter-allied Labor Conference for submission to the Peace Conference demands the same right for all the merchant seamen of the world. The organized seamen of Great Britain and Ireland and, in fact, the organized seamen everywhere, except perhaps in Germany, are unqualifiedly committed to this change in the seamen's legal status.

As stated, it may be difficult to define sea freedom in its ordinarily accepted meaning, but there should be no difference of opinion and no hair-splitting or contentious argument upon the world-wide recognition of a new freedom for seamen—i. e., their sacred right to quit their jobs like all other workers whenever the ship on which they serve is anchored or tied to the wharf in a safe harbor.

That much, at least, the merchant seamen of the Allied nations expect and demand as a fitting reward and partial recognition for services rendered and sacrifices freely made in the great war for world democracy.

LABOR AND IMMIGRATION.

It is most gratifying to note how American public sentiment toward immigration has slowly but surely accepted as its own the pre-war organized labor attitude upon that subject.

Before the war organized labor fought almost single-handed for the enactment of legislation which would effectively restrict the ever-growing influx of immigrants. It is scarcely necessary at this time to relate the prophetic arguments advanced by Labor, for the events of the past few years have converted practically all America to the organized labor policy of a wise and intelligent immigration restriction.

Take, for example, the following paragraphs from a leading editorial on immigration in the Saturday Evening Post:

> Two-thirds of our troubles in America are imported. Shall we keep on importing them? From our silly system of smart society, taken from European capitals with their class distinctions and monarchical traditions, down to our bogus Socialism, made in Germany and Russia as a panacea for conditions that were utterly foreign to America until indiscriminate immigration planted them in a few plague spots in our great cities, our worries are due to our carelessness as to who and what comes to America.
>
> This whole business of immigration, both of ideas and men, needs revision. Why keep out anthrax and smallpox and admit rabies freely? We need an influx of labor to keep our factories going and to expand our commerce, is the usual answer. Not that kind of labor—nor any kind of labor that we cannot pay well and that is not good material for citizenship. For what shall it profit us to have all the commerce of the world if in the end we blow up in one grand Bolshevik bust? It might be better business to go just a little slower, to educate what unassimilated labor we have into American citizenship.

Such corporations as the great American steel trust and the big foreign transatlantic steamship companies have been the only real beneficiaries of unrestricted immigration. The former have always had on hand a new supply of immigrant labor and the latter have piled up fortunes in carrying immigrants as passengers to our shores.

Needless to say, all other worthy elements in our National life have seriously suffered in order that these two selfish factors might coin more and more dividends.

Happily, America seems at last to have come to a realization of her weakness in this respect. In a nutshell, we want neither autocracy nor anarchy, under whatever name. We want an orderly development and a constant improvement in our Government and our laws to the end that all things good and true may find fertile soil and enduring growth.

TAX ALL IDLE LAND.

All who read and think know that the present unjust distribution of wealth develops on the one hand a class idle and wasteful because they are too rich, and on the other a class idle and wasteful because they are too poor. It deprives men of capital and opportunities which would make them efficient producers, and thus greatly diminishes production.

This unjust distribution which is giving us the hundred-fold millionaire on the one side and the tramp and pauper on the other generates thieves, gamblers and social parasites of all kinds and requires large expenditures of money and energy in watchmen, policemen, courts, prisons and other means of defense and repression. It kindles a greed of gain and a worship of wealth and produces a bitter struggle for existence which fosters poverty, increases insanity and causes men whose energies ought to be devoted to honest production to spend their time and strength in cheating and grabbing from each other. Besides the moral loss, all this involves an enormous economic loss.

It is freely conceded that private monopoly of land is one of the fundamental causes for our present unjust distribution of wealth.

To begin with, land monopoly is the prime cause of that distribution of population which is crowding the people too closely together in some places and scattering them too far apart in other places. Families live on top of one another in cities because of the enormous speculative prices at which vacant lots are held. In the country they are scattered too far apart for social intercourse and convenience, because, instead of each taking what land he can use, every one who can grabs all he can get, in the hope of profiting by its increase of value, and the next man must pass farther on. Thus we have scores of families living under a single roof and other families living in dugouts on the prairies afar from neighbors—some living too close to each other for moral, mental or physical health, and others too far separated for the stimulating and refining influences of society. The wastes in health, in mental vigor, and in unnecessary transportation results in indescribable economic losses.

The California Farmer-Labor Alliance is now urging upon the State Legislature the adoption of a system of land values taxation that shall include a supertax on all idle, uncultivated land as well as on land held for speculative purposes. In other words, the Alliance furthers a system that shall at once tend to disintegrate monopolistic ownership of large areas and that shall place a larger share of the burden of taxation on monopolistic wealth at its chief source.

Without doubt there are other good methods of bringing about a change in the present unjust distribution of wealth, but it is hard to understand why the taxes herein enumerated should not be welcome by all useful citizens, which means at least two-thirds of California's entire citizenship.

DON'T SELL YOUR BOND!

The wide distribution among millions of American citizens of Liberty loan bonds makes our Liberty loans, according to Secretary of the Treasury McAdoo's expressed opinion, the soundest of national financing. That these bonds be kept widely distributed amongst the American people is of great importance to the Nation and to the individual holders of the bonds.

United States Government bonds in the past have gone above par, as high as $139 for a $100 4 per cent. bond. That Liberty bonds will go well above par when peace comes is very probable. Holding one's Liberty bonds, therefore, is wise as well as patriotic.

Every holder of a Liberty loan bond should heed the caution to hold to his or her bonds, because there are going to be great efforts by shrewd and unscrupulous people to buy or secure at inadequate prices these bonds from holders who are not well informed as to stock and bond values.

Worthless or near-worthless stock or stock of only speculative value—"wildcat stocks" they are called—are going to be offered for Liberty bonds. Some will be urged not to sell or exchange their Liberty bonds, but to buy the stock and give the Liberty bonds as security for the purchase price. This is a camouflage attempt to get Liberty bonds in exchange for the stock of their companies.

If every holder of a Liberty bond will consult a bank before he disposes of it, the get-rich-quick concerns will not prosper, but the individual bondholders will, and the American people as a whole will be benefited.

Sir Bernard Mallet, president of the Royal Statistical Society, has declared that the United Kingdom has lost by the fall in births during the war more than 500,000 potential lives. During the same period he estimates that Germany has lost 2,600,000 and Hungary 1,500,000. The greater decline in the birth rate in the Central Empires is ascribed to the fact that the poorer classes in these countries have suffered greatly in health and vigor on account of the war, while the corresponding classes in Great Britain have actually enjoyed more favorable conditions than in time of peace.

A scheme is in progress in Copenhagen for supplying homes for women who are earning their living by the erection of a Central House to consist of 135 separate rooms, five two-room flats, and ten studios for women artists. The idea is that the residents should be shareholders and that there should be no institutional stamp anywhere. There are to be lifts by which meals can be served in the residents' rooms, and there will also be a common dining-room as an alternative. Arrangements will be made for cleaning the flats by subscription.

The Bodleian Library in England contains over 700,000 volumes and 33,000 manuscripts, carefully classified and conveniently arranged for everyday use. Besides its valuable early collections, the library, under the present copyright act, receives a copy of every new publication, so that its annual requisitions are large and important.

A BELATED PROTEST.

Senator La Follette's Pointed Comment on the Rights of the President and the Duties of Congress.

The United States Senate has suddenly broken into violent denunciation of President Wilson's plan for a League of Nations and his program for the world's peace.

Senators and Representatives have groveled at the feet of the Executive for nearly two years. Surrendering their right to an authoritative voice in declaring foreign policies, evading responsibilities when it was their duty to speak, they have at the eleventh hour and fifty-ninth minute, joined in a belated orgy of furious protest.

I am not contending that the American people are bound to accept the League of Nations as the arbiter of the rights of peoples, and the custodian of the world's peace.

I am not urging the right of any President to declare the objects and purposes of this or any other war in which the United States is involved. On the contrary I have again and again asserted and shall always maintain the right of the people and the right of their representatives in Congress to declare and finally to determine, every policy of this Government be it foreign or domestic.

But I take this occasion to observe that if these chosen representatives of the people, elected under the Constitution expressly to speak for them, entertained any opinions whatever upon these vitally important subjects, then certainly an earlier assertion of opposition to the President's proposal for a League of Nations and of his program of peace terms was imperatively demanded. Indeed it was the right and the duty of Congress to speak first.

This right Congress has often asserted; this duty to the public it has often discharged. For there was a time when Senators and Representatives, in war as well as in peace maintained the independence of the Congress and jealously guarded its rights under the Constitution as vital to free government.

In 1881, the House passed and the Senate concurred in a resolution declaring the policy of this Government regarding the transfer of any Spanish-American provinces adjoining the United States, to any other foreign power.

In 1864, the House passed by an overwhelming vote a resolution providing "that Congress has a constitutional right to an authoritative voice in declaring and prescribing the foreign policy of the United States; and it is the constitutional duty of the President to respect that policy no less in diplomatic negotiations than in the use of the national forces when authorized by law."

In 1898 Congress passed a resolution declaring the future policy of this Government toward Cuba.

There is an unbroken line of precedents upon this subject down to the time of the present Administration.

So, too, Congress has the undoubted right and it is clearly its duty to declare the objects and purposes of war, which would of necessity involve, in the main, a statement of the terms of peace. Upon this proposition both precedent and authority are so overwhelming as to require no citation.

But when Congress surrenders its rights and shirks its responsibilities in such crises, throughout the war and until peace is at hand, it leaves the President the widest scope for the exercise of autocratic power.

The people may deprecate the betrayal involved in such a surrender of their right to a voice in declaring a momentous foreign policy, and of their right to determine the objects and purposes to be achieved by a war in which they have made such enormous sacrifices, but Senators and Representatives can hardly be heard to complain because the President has occupied the field which they have abandoned.

On the 22nd of January, 1916, the President began the discussion of his plan for a League of Nations to constitute "a League for Peace." It was the declaration of a great foreign policy. It became the topic of world-wide debate. Yet Congress was silent upon the subject.

Upon the 8th of January, 1918, the President submitted the first installment of his "program of the world's peace."

Outside the Halls of Congress the restraints imposed upon public speech curbed discussion.

The blame for this rests upon the Administration and the Congress. Free speech has been suppressed in the United States.

In the Senate and the House there were heard no words of criticism.

If the President's program for a League of Nations is wrong now it was wrong then.

If the terms of peace which he proposed—as for example the freedom of the seas—are not "acceptable" now, to England and to certain United States Senators, because "obscurely" stated, or because too clearly stated, those terms of peace were not "acceptable" when they were stated by the President ten months ago.

If protest were to be made for any reason, I submit that the time to make that protest was immediately after the President presented his terms of peace to the anxious world.

If the people of the United States were persuaded to believe in the truth of the statement of any of the objects and purposes for which we were fighting this war, it was that we were

(Continued on Page 9.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Dec. 30, 1918.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping good.

Headquarters, San Francisco, Cal., Jan. 6, 1919.
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping good and members plentiful. Balloting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Dec. 30, 1918.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Dec. 30, 1918.
Shipping fair.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Dec. 30, 1918.
No meeting. Shipping and prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Dec. 30, 1918.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Dec. 30, 1918.
Shipping medium.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Dec. 30, 1918.
Shipping medium; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Dec. 30, 1918.
Shipping fair.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 23, 1918.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 2, 1919.
The regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow, plenty of men ashore. Eugene Steidle and Leonard Norkgauer were declared elected delegates to the International Seamen's Union Convention. Donated $25.00 to the Telegraphers' Union now on a lockout.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Dec. 26, 1918.
Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Dec. 27, 1918.
Shipping good; no members idle.
HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66W.

DIED.

Peter E. Lundquist, No. 996, a native of Sweden, age 39. Died at Fort Bragg, Cal., Dec. 27, 1918.

Emil Ramlow, No. 945, a native of Germany, age 41. Died at San Francisco, Cal., Jan. 4, 1919.

The ship building program of the Australian Commonwealth will be augmented by the addition of about fifty new vessels soon to be constructed. Thirty of them will be wood and the remainder steel. The Australian government is already building fourteen wooden ships of 2000 tons capacity.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

State Department officials declare they know nothing of the report that the French and British governments had forbade the assembling at Paris of a Socialist and labor conference, to remain in session throughout the period of the peace conference to watch and discuss the proceedings of the official peace delegates from a working class standpoint. Secretary Morrison and John Frey declare they know nothing of any such objection to a world conference of labor. Samuel Gompers and his four associates—Vice-Presidents Alpine, Green, Duffy and Duncan—are getting ready to sail for France.

The story that the labor congress at Paris was to be put under the ban may have arisen from the incident of the refusal of the French Premier, who is unpopular with the French labor movement, to permit a great parade by the labor men to welcome President Wilson to Paris. Clemenceau put the "lid" upon the labor demonstration, and the leaders of the movement decided that rather than cause any friction which might embarrass Mr. Wilson, whom they consider the spokesman of the international anti-militarist ideals of European labor and socialism, they would make no public protest. However, the Socialist members of the French parliament went to the residence of the American President and gave him a message from the masses of the working people of France.

From that moment the situation in France has been more strained than ever before during the war, as between Clemenceau and the labor and Socialist organizations. Hour by hour the resentment against the treatment accorded French labor has grown, until the French government has found it advisable, if not absolutely necessary, to grant two concessions to this opposition. The first was the unofficial announcement that France would not send an army to fight against the Russian Bolsheviki. The second was the official order to Paul Milukoff, former Cadet foreign minister in Russia, and last summer the promoter of a new royalist and pro-German party, to leave France immediately. Milukoff, along with a large number of the old imperialist following, exiles from revolutionary Russia, had come to Paris to help write the peace treaty.

Two men at least, among the delegates to the official peace congress, can claim some connection with the labor movement in the past. Emile Vandervelde of Belgium, Minister of State, was before the war the leader of the Socialist movement of Belgium, which was the political arm of the labor movement. Bissolati of Italy, now a member of the royal cabinet, was likewise at one time a leading Socialist and spokesman in politics for organized labor. Bissolati, however, has long since been expelled from the official Socialist organization, due to his becoming conservative at a time when the labor and Socialist movements of Italy were becoming constantly more aggressive. Like the Italian party now touring this country, led by Deputy DeAmbris, he is no longer on speaking terms with his old associates. Vandervelde, on the other hand, remains a leader of Belgian Socialists, and in close touch with the Socialists of the Continent and of England.

If none of the working-class republics of Europe are represented at the peace conference, then we may see little Belgium the sole channel of sympathetic communication between the premiers and diplomats at the green table and the congress of spokesmen of the world's organized wage workers, outside. Vandervelde may become the go-between in some of the most important negotiations ever undertaken by organized workingmen. True, President Wilson is to be at the peace table for at least part of the time, and he will lead the fight for the general principles that labor insists upon. But as the head of a government he will not go into conference with the labor men, as Vandervelde would do as a matter of course.

Andrew Furuseth, head of the International Seamen's Union of America, is now in Europe, organizing the sentiment of the transport workers in support of the Seamen's Act, to prevent any action by the peace congress which would prevent its future enforcement. His arrival seems to have been followed by some independent action by British sailors who disapprove of the refusal of J. Havelock Wilson and his British Sailors' and Firemen's Union to permit labor and Socialist delegates to sail from England to France. Camille Huysmans, the general secretary of the International Socialist Bureau, formerly at Brussels, has reached France, thanks to the British Seafarers' Union, whose members navigated the vessel which carried him across the Channel.

The desire of the commercial imperialists here and abroad to repeal the Seamen's Act was again shown in the Senate, when Senator Fletcher, one of the defenders of that measure, put into the record a preamble, resolution and report written by Frank C. Munson, chairman of the Maritime Affairs Committee of the New York Board of Trade and Transportation, and endorsed at the last meeting of that board, demanding the immediate repeal of most of the important provisions of the Act. Senator Fletcher told the Senate that there seemed to be an organized propaganda in the press and among boards of trade and chambers of commerce and similar commercial organizations to nullify various parts of this legislation, and he gave it as his opinion that the attempt would not succeed. The objections to the law were unsound.

Senator King of Utah asked whether it were true, as claimed by Captain Robert Dollar of San Francisco, that the Seamen's Act had "resulted in driving from the Pacific Coast practically all American shipping."

Fletcher answered that Captain Dollar "is very well advertised as one of the great shipowners of the country, and from the accounts published in the magazines and newspapers one would imagine he owned perhaps the greatest fleet flying the American flag. The fact is, according to my information, that Captain Dollar owns seven boats, and that the total tonnage of the whole Dollar line is about 23,000 tons—about one good-sized ship.

"It is utterly absurd to claim that the Seamen's Act drove the American flag off the Pacific, because the Act has not been in force with respect to the matters which have been objected to in it. I think the ships were sold because they brought extraordinarily high prices."

Captain Dollar would find a real crony in Colonel (of militia) Lydecker, president of the National Security League, who has been on the stand in the Congressional probe into his league's affairs. Lydecker admitted, during the first day, that the Carnegie Foundation, through its holding concern, the Carnegie Corporation, gave the Security League $150,000 for "educational" work, including universal military instruction and training. It is said that a State constabulary system was also on the Carnegie "educational" program. Old John D. Rockefeller liked the idea, too, so he let go of $25,000.

Lydecker explained to the committee the importance of this plank in the Security League program: "Creating a greater regard for representative government as distinguished from mass administration; protecting our National Legislature from dangerous proletarians."

"We are doing everything in our power," Lydecker said, "to educate the people by our public speakers and our literature, that a republic of a hundred million people can be governed wisely through wise representatives and not by mass rule or mob, and we believe that our people should be taught to have the greatest respect for their representatives."

"Let me ask you," said Congressman Caraway of Arkansas, "what do you understand a proletarian is?"

"Well," replied Lydecker, with asinine solemnity, "I don't know exactly what a proletarian is, but a dangerous proletarian is an ignorant demagogue."

He also remarked that his league was not opposed to "the class that needs help and uplifting and education—the poorer class."

As the result of the first two days of investigation, the Congressional committee found that the Security League had spent only something about $600,000 thus far in its efforts to make the "poorer classes" show proper respect to wise representatives, according to the Carnegie-Rockefeller rules. Security against government by the people comes high.

There is one public official in Washington who devoutly seconds the hope of the Security League that the "poorer classes" may become more obedient. Postmaster-General Burleson finds it more difficult every day to contain his feelings on the subject. Here is this strike of the telephone employes in Minneapolis, in the face of Burleson's order forbidding them to quit in support of their demand for a living wage. He says there can be no strike under Government operation of an industry. When a strike occurs nevertheless, he does not see a strike—he sees treason.

The funny part of Burleson's proposition is that he has just one country to cite as an example of the rule that public employes who have no voice in the management of their industry must not and do not strike. That country was imperial Germany. Over in Canada they have had a lot of highly successful strikes, not merely of telephone operatives but of postal employes, firemen and policemen. The same thing has happened in municipal public utility enterprises in England and France and Australia.

Speaking of Canada brings up the fact

that the war veterans in Vancouver have elected twelve delegates to act with an equal number to be chosen by the labor unions, to agree upon a program of soldier-labor political action. These delegates have submitted this platform:

1. That the activities of the organization embrace the municipal, provincial and federal fields of government.

2. The nationalization of the natural resources and government operation of basic industries.

3. Substantial reduction of working day to six hours.

4. Civil and municipal employment to be set aside for disabled soldiers and sailors with dependents.

5. Pensions and a bonus for disabled men when unemployed.

In contrast to this is the program which will be emphasized by the Labor Congress of Yucatan, meeting January 7 at Merida. The big issue down there will be made prohibition. Union labor in all Mexico is taking up the "dry" side of the issue.

The annual congress of the Mexican Federation of Labor, which will meet at Orizaba on May 1, will discuss prohibition along with industrial problems, and will send delegates to the conventions of the American Federation of Labor at Atlantic City in June and the Pan-American Federation of Labor at New York City in July.

A SPLENDID WAR RECORD.

From the outbreak of hostilities to October 31, 1918, the steamers of the Canadian Pacific Ocean Services have carried 1,041,000 troops and passengers all over the world, embracing all ports in China and Japan, Singapore, Bombay, Mesopotamia, Suez, Gallipoli, all ports in the Mediterranean, Colombo, Dar-es-Salaam, Delagoa Bay, Durban, and Mauritius, in addition to the West Coast of North and South America, and the United States and Canadian ports. The total loss of troops carried caused by enemy action and irrespective of disease has been eight in number. The Canadian Pacific flag has flown in the "highest North" in latitude 72 30 N. On one consecutive continuous voyage one of the company's vessels steamed 28,441 miles. Over 4,000,000 tons of cargo and munitions of war have been carried, in addition to many thousand horses and mules. The losses of the fleet have been comparatively small, largely due to the great devotion of the officers and crews of the ships. Over 300 officers and engineers were found out of the company's service for the British Navy.

Experts foresee the time when cinematography will be linked up with wireless telegraphy and other scientific inventions. Experiments are already being made with the telegraph—in America, needless to say. Quite recently a short film was telegraphed from Chicago to New York. It is easy to imagine the outcome of experiments in this direction. Events taking place at the ends of the earth may be shown on screens in London the day after they are enacted. There is no limit to the possibilities. Some authorities are anticipating the time when, by the employment of wireless rays, it will be possible to show a topical picture in a thousand different theatres at the moment of the actual occurrence.

A DEFENSE OF THE SEAMEN'S ACT.

(Continued from Page 2.)

act went into full effect that all seamen were set free in this country.

By act of Congress approved June 26, 1884, American shipowners were permitted to discharge a crew hired in an American port, employ another crew in the port in which his competitor hired his, come to the United States and go back to a foreign port without reshipping in the United States and thus escape the American wage rate. The crimping system was in full play, and the seaman was robbed. The forecastle, where he lived with men of all races, speaking languages he could not understand, inadequate as to space and ventilation, was a foul, disease-breeding place.

The wages were based on the lowest paid in any port he touched, and left him nothing for his family.

There was no prospect in such a life. No wonder the American left the sea. We can well understand why more than 60 per cent. of the officers and men in our merchant marine in 1915 were not citizens of the United States.

It was not until March 14, 1897, that Congress passed a law requiring that the forecastle must be improved. Every maritime nation had long since required the same thing.

The Seamen's act of March 4, 1915, was the first emphatic declaration by Congress that the rights and interests of our seamen should have recognition and be maintained. The old policy drove Americans off the ocean. It knocked our sea legs from under us.

The new policy is to call our men back and say to them. "You shall be treated as decent citizens; you are invited not only to a legitimate but an absolutely essential occupation, where your rights must be respected; you shall be assured of good living conditions, space in the forecastle shall be increased from 72 cubic feet per man to 120 cubic feet, with further provisions for health, cleanliness, and comfort; the crimping system is abolished; advance wages and allotments, by which seamen suffered great wrongs are prohibited; you are free men and can have one-half of the wages earned and not paid in ports of call, thus enabling you to protect your liberty."

A new day has dawned for American shipping, and greater opportunities than ever before have come to American boys on the sea and those old "salts" who cling to the life will rejoice to see it brighten, and all must realize that the officers and men in the American merchant marine are rendering unsurpassed service to their country.

Human life and property are in the hands of these men. The prosperity and even the safety of this country rests with them. They must know what to do in case of storm and danger. There is no mercy in the angry elements. There must be discipline without cruelty, control without tyranny, coolness without indifference, courage without recklessness.

I recall that when the "Titanic" was sunk the wireless operator who survived testified that he remained at his station until the sea washed him away as the ship went down by the bow. I asked him at the hearing why he did not get into a lifeboat or jump to some raft before then. He replied that the captain had told him to take his position by his apparatus and endeavor to send out distress calls as long as he could, and receiving no further orders he remained there until the ship went down. That is the kind of stuff the seafaring man, to succeed, must be made of.

American shipping has always heretofore been protected—absolutely protected—by prohibition. I understand "protection" means securing the home market. The importation of ships has been forbidden, and the use of foreign ships in the "home market" has been prohibited, and our coastwise trade has been reserved for home-built ships for nearly 100 years.

In Colonial times Virginia gave a subsidy of tobacco to induce her people to build ships, and they built one ship.

Massachusetts gave a bounty on Massachusetts oil—the fisheries were depressed, not helped.

Rhode Island paid a bounty on oil. Her sailors continued to favor the slave trade.

The effect of subsidies on the Collins Line was disastrous to shipping.

British shipping in the trade to the northern ports of America was not increased but restricted by the subsidy to the Cunard Co.

We tried subsidies after the Civil War—lines from New York to Rio, San Francisco to China, Japan, and Hawaii. It brought the beneficiaries into politics and helped not at all to build up a merchant marine.

In 1891 we passed a subsidy (mail) law. It brought in four ships, which never increased. The greatest commerce carrier is the tramp, which was never subsidized by any country.

The report of the Merchant Marine Commission says:

"The statistics of loss of ships at sea afford matter for reflection. They show . . . that out of every 100 American seagoing steamships over 100 tons, for the past 7 years, on the average 2.24 have been lost each year; that out of every 100 foreign seagoing steamers over 100 tons, for the same period, on the average 1.98 have been lost each year."

Mr. Spears, in his admirable work on "The Story of the American Merchant Marine," shows that "when American ships were supreme they were insured at a less rate than those of any other nation, and the insurance was placed, to a large extent, in England." That when "the American sailor of the sail was able to handle his ship better than any other he paid lower premiums to the underwriters. That the higher per cent. of losses means higher cost of insurance, and the cause is since the steamer era our sailor is less efficient in his work than our old-time sailor and less efficient, too, than the foreign steamship sailor of to-day. The superior intrinsic efficiency of the American sailor gave supremacy to the American flag." We must have our natural units (seamen) as efficient for this modern day as was our ship of the sail in the days long past. We can accomplish this by having efficient men to man our vessels. There is no difficulty in the way of building the ships.

Our day has come to make the "Starred Banner the talisman of a world commerce."

A BELATED PROTEST.

(Continued from Page 7.)

to secure freedom of the seas and lasting peace.

If the President's statements upon these or any other propositions were obscure or not acceptable, the honor and integrity of every one concerned, of every step in the march of events thereafter, cried to Heaven for a prompt declaration of that important fact.

ROBERT M. LA FOLLETTE.

In Siberia gold is an inexhaustible treasure. The Lena Gold Mining Company, which operates in the richest region, recovers the precious metal to a value of 2800 yen per area of six square feet. The principal field is a thousand miles northeast of Irkutsk, and the said company produces gold to the value of twenty million yen yearly. The best season for alluvial mining is between October and March.

The most pathetic thing in the world is the submission of the poor to poverty.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

FREEDOM OF THE SEAS!

The following excellent historical resumé on the "freedom of the seas," together with some original comment thereon, appears in the current issue of "Nauticus" of New York:

"Mankind," said Sir Leslie Stephen, "resents nothing so much as the intrusion of a new disturbing truth. The huge dead weight of stupidity and indolence is always ready to smother audacious inquiries." Now, for instance, that the war is over to all practical intents, a large section of mankind resents nothing so much as the intrusion of the disturbing truth that the emergency which set a fictitious standard of value is also over and that every member of the community must prepare to do his share toward preparing the readjustment process. That which but yesterday might have been thought great and noble will henceforth be judged by other standards and in the fulness of time there will be a return to the natural process of evolution under which the fittest are those who survive. In the turmoil of waste which is indissolubly associated with war there is no room for the cautious reasonings which make for real efficiency in normal times, but the acme of stupidity is to shut our eyes to the fact that immutable economic laws which have been put to the test of time can be changed permanently in conformity with the fictitious standards established in war time.

Bacon says somewhere that nothing is so disillusioning as letting in the light of common day upon such masques and shows of the poets as were intended to be seen by candle light. Likewise great is bound to be the disillusion of those who persist in thinking these days in terms of war. Transactions performed as it were under the lion's paw are not commercial transactions at all and the experience derived from them may just as well be thrown out into the dust bin at once. Those who profit by them are not better judges of values afterward than if they had not made fortunes by taking advantage of conditions which were not of their own making and the spirit that wins under such circumstances is not the cool judgment of the man who is able to weigh a number of conflicting factors, but that of the stock exchange gambler who puts upon prices either way. Such a man has no interest in the intrinsic merit of the stock which serves him as a pawn in the game. He cares only about what others will think so that he may take to cover in time and retire with a profit.

A moderating influence is needed as much by those at the head as by those who have derived their share of the false prosperity by taking advantage of the shortage in man power. Of late, enthusiasm and willingness to work mattered more than mere wages. Cost was a secondary consideration as long as each one did his work. Such conditions, however, can only be temporary. When human lives are at stake aught else counts for little and those at the rear may console themselves for being bereft of the excitation of the rough-and-tumble, with the thought that they are getting several times over what their services would be worth under normal conditions and that they derive therefrom an amount of credit which would never be vouchsafed them in the light of common day. Thus one illusion vanishes after another and people who were thought wonderful and mighty personages, now that they have returned to their ordinary avocations and have shed the lustre of office, look and talk just like everybody else and people wonder why they ever thought them to be different.

And so it comes to pass that the world is settling back into its own cradle and the factors that once made for commercial success are once more coming into their own. There was aforetime hope in certain quarters that the war would create a new order of things and that the magic wand of politicians would endow this or that set of men with the riches of the earth without a hard struggle for them. But like all beautiful dreams this one, too, has been shattered and the house of cards lies on the table ready for reassembling into the pack and reshuffling for a new deal. Those who expected that a paternal government would hand over to them the gold key of the commercial heaven, are finding that in the days to come they will be expected as of yore to worry and labor for the realization of their aims and that favors received at the hands of politicians are as insecure as those received at the hands of kings.

The much abused word "freedom" is never so maltreated as when used in connection with the trite expression "freedom of the seas." The most cursory glance into the pages of history will show how in the past the denial of freedom of the seas was based upon the desire to retain a trade with territories over which dominion was more or less illusory. Dutch, Spaniards, Britons and Frenchmen fought many bloody battles over the doctrine of *"Mare Clausum."* Grotius, in "Mare Liberum," was the first writer to perceive the intrinsic iniquity of denying freedom of navigation to any power. The Spaniards, be it said to their credit, never indulged in any hypocritical disquisitions about freedom. They wanted the sea, that is to say, the trade with America, for themselves and only gave up the attempt to enforce the restrictions on free navigation after their sea power had been irretrievably lost. The French, who claimed freedom for themselves, wanted it chiefly for the purpose of excluding rivals from the oversea trade with the metropolis and even in recent years have carried the principle of fiscal restrictions upon navigation—such as the imposition of a surtax on indirect imports—to a greater extent than any other power.

The Dutch were always the leading exponents of freedom—when their own interests were at stake. When they had the power they drove the English from the sea. Not for long, however. Still what brute force could not accomplish, cunning was able to win and thus the Dutch obtained exclusive trading rights from the Japanese, after the exclusion of the Jesuits. It used to be said that Dutch sailors landing in Japan were compelled to step on a cross and Voltaire in "Candide" says something about the old sailor who defines the extent of his journeys by saying: "I, too, have stepped upon the cross." Cromwell's Acts of Navigation, which hedged around the oversea commerce of Great Britain until 1842, were strictly in accordance with the spirit of their time. Neither Richelieu nor Cromwell had any idea that navigation with the newly-discovered territories should be permitted to those who were unable to guard their vessels with powerful men-of-war and the granting of trading monopolies by various potentates to commercial companies, such as the East and West India Companies, was but a corollary of the sentiment which could not perceive the viciousness of a system which circumscribed the trade of a nation within the limits of the natural shipping available, such shipping in turn being allowed to trade only by virtue of superior naval force.

It was but natural that when the English had obtained mastery of the seas in the 18th century, they should have abused it in the fashion of the period and that they should even have imposed restrictive measures upon their own people in America. The expectancy to rid themselves of the hateful Acts of Navigation was one of the most powerful incentives in enlisting the sympathy of New England merchants for the cause of separation from England. Independence once achieved, there was employment to be found for the American vessels which came into being and the war of the French Revolution afforded the opportunity. It was then that the handicaps imposed by the English Orders-in-Council in retaliation for Napoleon's decrees caused a universal demand to spring up in America for "Free Trade and Sailor's Rights." The abuse of the right of visit and search by British warships led to the war of 1812, but peace was signed at Ghent without mention of either.

The Napoleonic Wars so upset the economic balance of the United Kingdom that it was with difficulty that workmen could be induced to remain in Great Britain to work for the then princely wage of 6 shillings a day, when 12 and 14 shillings were offering on the Continent. Only in Great Britain could competent artisans be obtained, the drafts having killed or maimed most of the Continental workers. The inevitable outcome was unrest in England which culminated in the repeal of the monopolies and of the Corn Laws and finally of the Navigation Laws. By 1852, the last obstacle in the way of absolute freedom of trade had been swept off the English statute, and even the coastwise trade of the Kingdom was thrown open to foreign vessels. In the meantime as profound a change had taken place in the minds of British statesmen as to neutral rights in maritime warfare and the power which at the beginning of the century had insisted on searching neutral men-of-war now entered a protest because the Commissioners of the Confederacy had been removed from a British liner on the high seas by a Federal cruiser. President Lincoln surrendered the Confederate Commissioners willingly because, as he said, by demanding their release Great Britain had repudiated the stand which she had maintained from time immemorial and which had caused the war of 1812.

Had the United States consented to the application of the doctrine of "freedom of the seas," as it was interpreted in 1810—when American shipowners made easy fortunes by trading with the French—there would have been no Federal victory in the Civil War. However, the application of the doctrine of "ultimate destination" saved the day, and cargo after cargo bound from England or the Continent to Nassau and Bermuda was taken into the prize court and condemned. In the end the sea patrol had become so efficient and the blockade so tight that the blockade runners that had escaped capture were laid up and the complete command of the sea by the Federal Navy doomed the Confederacy just as similar conditions doomed Germany in the war now come to a close. Just the same, the United States at the beginning of the European War called into question the doctrine of "ultimate destination." innovated under the Administration

of Mr. Lincoln, when applied against American shipping.

International law, after all, is but a matter of expediency and it is the height of folly for any nation to cling slavishly to abstract doctrines purely on the ground of tradition. The expression "freedom of the seas" is a delusion and a snare, if by it it be implied that private property should be held immune from capture at sea in time of war, for the reason that private property on the land is at the disposal of an occupying military force and is therefore lost to the original owner, whether he recovers it later or not. To allow shipping to escape scot free would amount to giving it an advantage over property on the land which is subject to requisition and use by the invader. A day may come when nations will cease to invade each other and then property rights in time of war will not come into question. At present, however, the certitude of losses following the beginning of hostilities is likely to remain the strongest incentive for the preservation of future peace.

WEEKLY NEWS LETTER

(Continued from Page 3.)

tains the right to act under certain conditions.

"In an establishment where the practice had been uniform one way or another," said the umpire, "it was quite natural for the board to lay down the rule that the continuance of such practice during the war should not constitute a grievance, but where, as in this case, there had been an apparently arbitrary change, such change might well constitute a grievance."

A. F. of L. Reconstruction Plan.

The conventions of the American Federation of Labor, held since the declaration of war in 1914, instructed the Executive Council to call a labor peace conference of all nations at the time and place the peace conference is held by the belligerent nations, and that at least five delegates—one of whom shall be the president of the American Federation of Labor—be selected to participate in this conference.

The Executive Council selected Samuel Gompers, James Duncan, John A. Alpine, Frank Duffy and William Green to represent the American labor movement. It is expected that they will sail shortly for Paris.

The labor mission, composed of Samuel Gompers, John P. Frey, Charles L. Baine, William A. Bowen and Edgar Wallace, which visited England, France and Italy, attended the inter-allied labor conference held at London, September 17, 18, 19, 1918. The conference declared that in the official delegations from each of the belligerent countries which will formulate the peace treaty, the workers should have direct official representation; it also declared in favor of a World Labor Congress to be held at the same time and place as the peace conference that will formulate the peace treaty.

The American delegation submitted the following fundamental principles of the inter-allied conference, based upon the declarations of the conventions of the American Federation of Labor, which must underlie the peace treaty, in order that the sacrifices which were made to safeguard and realize for the peoples of all nations the benefits of democracy shall not have been in vain:

1. A league of the free peoples of the world in a common covenant for genuine and practical co-operation to secure justice and therefore peace in relations between nations.

2. No political or economic restrictions meant to benefit some nations and to cripple or embarrass others.

3. No reprisals based upon purely vindictive purposes, or deliberate desire to injure, but to right manifest wrongs.

4. Recognition of the rights of small nations and of the principle, "No people must be forced under sovereignty under which it does not wish to live."

5. No territorial changes or adjustment of power except in furtherance of the welfare of the peoples affected and in furtherance of world peace.

In addition to these basic principles there should be incorporated in the treaty which shall constitute the guide of nations in the new period and conditions into which we enter at the close of the war, the following declarations fundamental to the best interests of all nations and of vital importance to wage-earners:

1. That in law and in practice the principle shall be recognized that the labor of a human being is not a commodity or article of commerce.

2. Involuntary servitude shall not exist except as a punishment for crime whereof the party shall have been duly convicted.

3. The right of free association, free assemblage, free speech and free press shall not be abridged.

4. That the seamen of the merchant marine shall be guaranteed the right of leaving their vessels when the same are in safe harbor.

5. No article or commodity shall be shipped or delivered in international commerce in the production of which children under the age of 16 years have been employed or permitted to work.

6. It shall be declared that the basic workday in industry and commerce shall not exceed eight hours per day.

7. Trial by jury should be established.

Big Peace Casualty Lists.

"If an industrial casualty list were printed daily, as the war casualty lists are printed, the public would be appalled," said Lieut. Col. Harry E. Mock, of the Army Medical Corps, before a conference of industrial physicians and surgeons in Philadelphia.

"The casting of valuable workers on the scrap heap must cease," said Col. Mock. "With the cessation of immigration and the increased demands on our industrial resources America must conserve her man power if she intends to maintain her economic supremacy.

"This conservation may be accomplished by the prevention of accidents, by industrial hygiene and sanitation, by adequate medical and surgical care of disabled employes, and by adequate compensation during periods of disability and better living and working conditions."

Lewis T. Bryant, Commissioner of Labor for New Jersey, said the problem of caring for industrial cripples is just as important as the problem of caring for disabled soldiers.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

The War Industries Board announces the withdrawal of restrictions affecting the publication of all periodicals except daily and Sunday newspapers. It is stated that publishers of daily and Sunday newspapers have asked the board to control the use of news print paper for the present.

Officers of the Amalgamated Association of Iron, Steel and Tin Workers report that locals have been organized in Gary, Ind.; South Chicago, Ill., and Reading and Harrisburg, Pa. The first two unions compose employees of the powerful Illinois Steel Company and the Reading union is composed of employees of the Bethlehem Steel Corporation.

Delegates from all the Gulf States met in convention at New Orleans recently to form a Gulf District Marine Council of the various organized crafts engaged in building ships. Approximately 100 delegates, representing 40,000 men, were in attendance. A committee of three has been sent to Washington to perfect arrangements for obtaining the charter from the American Federation of Labor, and to look after other details incident to forming the organization.

The Seattle Central Labor Council's plans for the organization of a banking institution are reported to have been fully matured and the promoters are hopeful of being able to do business in the near future. The new enterprise will be known as the Trades' Union Savings and Loan Association. Its board of directors will be composed of a member from each of the unions holding stock. An effort is being made to interest the grange, farmers' unions and other friendly organizations in the new venture.

Universal workmen's health insurance, "including adequate cash benefit and medical care during temporary sickness, democratic management with full representation of labor, and the complete exclusion of commercial insurance companies," is urged as an immediate after-war measure of labor protection in a resolution just adopted by the International Union of United Brewery and Soft Drink Workers of America. This advanced action brings the total to more than forty prominent State and national labor organizations already on record in favor of health insurance laws.

The United States Senate has approved a bill assessing a tax of 10 per cent. on child labor by a vote of 50 to 12. The minority vote was cast by Southern Democrats. The new amendment was drawn after the decision of the Supreme Court invalidating the previous law and has the approval of the President. It provides that those who employ child labor "shall pay for each taxable year, in addition to all other taxes imposed by law, an excise tax equivalent to 10 per centum of the entire net profits received or accrued for such year from the sale of the products of such labor." The labor of children is prohibited in certain industries under 16 years and in others as low as 14. The action of the Senate is apparently a disapproval of the nullification by the Supreme Court of the previous child labor law.

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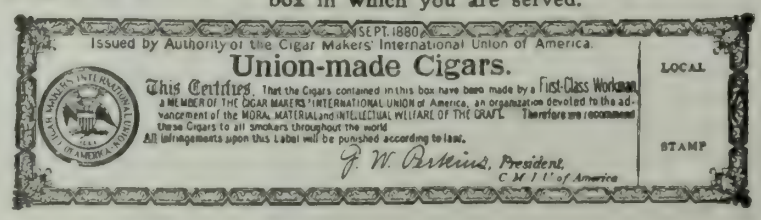

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First Mortgage Loans on Real Estate		$29,915,661.41
Other Loans (Collateral and Personal)		29,953,373.52
Banking Premises, Furniture, Fixtures and Safe Deposit Vaults (Head Office and Branches)		3,486,319.21
Other Real Estate		302,817.75
Customers' Liability under Letters of Credit		420,010.96
Other Resources		448,445.30
United States, State, Municipal and Other Bonds	$14,578,619.15	
CASH and Due from Banks	14,179,913.90	29,018,563.35
Total		$93,546,161.50

LIABILITIES

Capital, Fully Paid		$ 5,000,000.00
Surplus	$1,250,000.00	
Undivided Profits	750,000.00	2,000,000.00
Dividends Unpaid		188,311.59
Letters of Credit		420,010.96
DEPOSITS		85,937,839.01
Total		$93,546,161.50

A. P. Giannini and W. R. Williams, being separately duly sworn each for himself, says that said A. P. Giannini is President and that said W. R. Williams is Cashier of the Bank of Italy, the Corporation above mentioned, and that every statement contained herein is true of his own knowledge and belief.

A. P. GIANNINI.
W. R. WILLIAMS.

Subscribed and sworn to before me this 31st day of December, 1918.
THOMAS S. BURNES, Notary Public.

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As Shown by a Comparative Statement of Our Resources

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December 31, 1910.....$6,539,864.19
December 31, 1912.....$11,228,814.56
December 31, 1914.....$18,030,401.59
December 31, 1916.....$39,805,995.24
December 31, 1917.....$77,473,152.79
December 31, 1918 $93,546,161.50

Number of Depositors { December 31, 1917, 141,298 / December 31, 1918, 161,626

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Elliot, Austin E.	Nordman, Alek
Eriksen, C.	Nordling, F.
Eikland, Ole	Nielsen, Jens
Guildersen, W. E.	Nurm, John A.
Guthrie, V. A.	Nogat, E. G.
Geiger, Joe	Nelson, A. S.
Graaf, John D.	Nelson, Harry
Henriksen, Henrik G. V.	Ogilvie, Wm. A.
	Olson, J. W.
Hoffmeister, M. A.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, S.
Henricksen, Christian G.	Palm, P. A.
	Peterson, Frank A.
Halligan, Thomas	Petersen, Anton -1675
Hauschild, B.	
Heckert, Bill	Peterson, Gust.
Hofoker, Fritz	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
	Richter, N.
Johnson, Karl	Siebert, Gust
Jorgenson, Earl	Swanson, E. O.
Jensen, H. T.	Swenson, C. E.
Johansen, Johan	Svenson, Anton
Johnson, Emil P.	Tuhkanen, Johan J.
Jakobsson, K. J. W.	Thoresen, Ingwald
Johnson, Herman	Torjusen, G.
Jensen, Gotfrid	Westengren, C. W.
Jespersen, Martin	Warren, Geo.
Johnson, C. A.	Willing, Wm.
Kjellberg, A. C.	Wold, Frank

Home News

At Louisville, Ky., a mass meeting was held under the auspices of the Railway Employees' Central Body, with fully 2,000 people in attendance, protesting against the return of the railroads to private ownership and operation.

Dr. Anna Howard Shaw, president of the American Woman Suffrage Association, has realized the fulfillment of a forty years' desire to be a policewoman by being sworn in as a special member of the police force of Washington, December 14.

Raising the fares on the Lewiston, Augusta & Waterville Street Railway from five to seven cents last summer so decreased the patronage that the revenue of the company became inadequate to meet operating expenses and a receivership has been decreed in the Superior Court.

The American Red Cross reports that 8,000,000 women volunteer workers in this country have made 291,000,000 necessary articles during the past seventeen months. This number included 253,196,000 surgical dressings, 14,089,000 knitted articles, 1,464,000 refugee garments, and 22,255,000 hospital garments and supplies.

The St. Louis Civic League has pledged itself to work for municipal ownership of public utilities, for the short and secret ballot, proportional representation in the city assembly, a non-partisan system of city elections, revision of the city court system, full and fearless publicity in regard to candidates for office and the immediate creation of a State constitutional convention.

In his annual report Attorney General Gregory made this reference to war organizations of self-styled patriots: "In handling local cases of sporadic propaganda or seditious utterances the department was badly handicapped by self-appointed committees or associations of citizens who, ignorant or dissatisfied with the Federal laws, sought to supplement them by extra legal measures."

Complete exemption from Federal inheritance and transfer taxes for corporations "organized and operated exclusively for religious, charitable, scientific, literary or educational purposes, including the encouragement of art and the prevention of cruelty to children and animals" has been written into the Federal Revenue bill as an amendment by the Senate Finance Committee.

One reason for high prices of fruit may be found in the financial report of the United Fruit Company, which shows a balance available for dividends of $19,990,496, equal to 39.72 per cent. on the outstanding stock. In 1917 the percentage earned on the stock was 26.72, so that for the two-year period the percentage of earnings was 66.44. In the last four years the surplus available for dividends has equalled 106.89 per cent.

William B. Colver, chairman of the Federal Trade Commission, told the House Interstate Commerce Commission at a hearing on the Administration bill to regulate the packing industry that if present methods were allowed to continue the wholesale grocery business on a competitive basis would disappear in five or six years, and that in ten or twelve years the retail grocers would be supplanted by a great chain of stores.

Domestic and Naval

The "Fred B. Balano" (3-mast. schr.), 215 tons reg., built at Port Clyde, Me., in 1890 and owned by B. M. Pike, Lubec, Me., has been sold to the Boston & New London Shipping Co. for about $20,000.

The "Herald" (4-mast. schr.), has been sold by the U. S. Marshal as she lies waterlogged at Tampa, Fla., for $4,000. The buyers are J. M. Harvey and C. T. Ansley. The lumber cargo brought $3,500. She will be repaired and put back in service.

The disarming of American steamers under the direction of the naval authorities is proceeding rapidly. Guns mounted for anti-submarine defense are being removed and sent to the navy yards.

San Francisco shipping men fear that the $12 a ton rate on copra announced between Liverpool and Calcutta may eliminate that city from the copra trade. The rate from San Francisco to Calcutta is $60, or five times the British rate, while the rate from New York to Calcutta is $45 a ton.

The consummation of the purchase by the United States Government of the North German Lloyd and Hamburg American docks at Hoboken is expected shortly. These docks were commandeered when this country entered into war with Germany. The Government owns other docks in New York harbor.

Henry Ford has purchased 300 acres of land opposite Troy, Albany Co., N. Y., for, it is believed, building boats for the State Barge Canal. The report is that the boats will have a carrying capacity of 1500 tons and some of them will be motor-driven. The boats will be employed in carrying uncompleted parts from the Dearborn plant to the Ford plants located on the Passaic River between Jersey City and Newark.

When the Shipping Board was formed there were 14 shipyards on the Great Lakes, with 75 ways. Now there are 21 yards, with 110 ways and 15 ways building. According to the latest figures there are 31,002 employees in the 21 yards on the Lakes. The total launchings in the yards which comprise the Great Lakes District, since August, 1917, to November 1, number 181. The total number of keels laid in the district in the same period number 258. Deliveries up to November 1 comprised 160 steel steamers of 534,535 tons deadweight.

The concrete ship "Atlantus," recently launched at Oglethorpe Bay, Ga., by the Liberty Shipbuilding Co., as agents for the Emergency Fleet Corporation, is of approximately 3000 tons capacity on a length of slightly above 260 feet and 1400 i.h.hp. She was launched end-on. Her lines follow the type built on the Great Lakes but with machinery amidships. The tests made upon launching showed a maximum stress of 3000 pounds per square inch on the steel reinforcement. The Emergency Fleet News is authority for the statement that the actual cost of the "Atlantus" was considerably in excess of the original estimate. The ship has a five-inch wall of reinforced concrete and the aggregate used in the concrete consists of burnt clay weighing 110 pounds per cubic foot, as against 150 pounds for crushed stone and gravel. The hull was cast in one week.

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Assets	$58,893,078.42
Deposits	54,358,496.50
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Adock, S.
Adolfsson, John
Ahle, G.
Amundsen, Amund
Andersen, Harry -1846
Anderson, Andrew N.
Anderson, Eph.
Anderson, Gust.
Anderson, John R.
Anderson, Oskar L.
Anderson, S. Alex
Andersson, E. -1781
Andersson, J. -1097
Andersson, O. A.
Andersson, Sture
Andersson, V.
Anguiano, Restituto
Antonsen, Arthur
Appelgren, John
Appleton, George

Baak, M.
Baardsen, J.
Barlow, Rob.
Barry, Wm. J.
Bassback, Erwin
Beck, J. A.
Behne, Wm. A.
Bell, E. R.
Bell, Norman
Berg, Hankon
Berg, Wilhelm
Bergstrom, J. M.
Berrstein, Hans
Bertelsen, Kristian
Bertelson, Oscar
Billington, M.
Biron, E.
Bjork, Martin C.
Blixt, Gustav
Borgen, Arne
Bouyes, Rob.
Boxtrom, Fridolf
Bradsberry, Geo.
Brantd, Edw.
Brevick, John
Brown, George W.
Bye, Kristian
Byning, Walter

Campbell, D. C.
Cariera, Peter
Carlson, Oscar
Charlott, Geo.
Christensen, Otto
Christian, James
Christoffersen, G.
Cockrane, Rob.
Coleman, A. J.
Connors, Chuck
Corran, Geo.
Cunningham, James

Dahlstrom, Karl
Damberg, A. A.
Danielson, Louis M.
Danielson, E.
Davey, Chas.
De Moss, E.
Dommelen, G. V.
Drysdale, H.
Dugnol, Al
Dukatz, Herman
Dunkel, Mike
Dyer, John

Egends, Nils
Engebretsen, Ole
Engstrom, Ben.
Erickson, John
Eriksen, Guttorm
Eriksen, Peder C.
Erikson, Chas.
Ertman, Eskil

Fagerlie, Odell
Failon, William
Farrell, B.
Fisher, G. A.
Flaherty, E.
Flansburg, Ira
Fraser, Charles
Fraser, Alex V.
Frazer, Mikie
Fredricksen, . D.
Fredrickson, Martin G.
Fritz, Henry

Gonzales, Francisco
Graham, Walter F.
Graiff, Ed.
Grant, Jim
Grant, Lewis
Gundersen, N. F.

Halvorsen, Erling
Halvorsen, Henry
Hansen, Hartw.
Hansen, H. M.
Hanson, Fred
Hanson, Johan A.
Hay, C. W.
Hein, M.
Hermanson, C.
Hesketh, Rob.
Heyn, Thorvald
Hicks, Chas.
Higland, Daniel
Irmy, Feodor
Hobbs, Frank
Hofman, P. J.
Hole, Sigvald
Hollander, D.
Holm, A.
Holm, Arthur
Holm, Astrip
Holm, Nils W.
Holm, J. P. K.
Holman, William
Hovde, Michal
Howe, Albert
Hyskell, T. J.
Isaksen, Kristian

Jacklin, Chas.
Jacobson, Emil
Jacobson, Gust
Jaderholm, Hans
Jacobsen, H.
Jahnke, Paul
Jakobsen, Anders
Janse, Elith
Jensson, Hj.
Jensen, Jens R.
Jensen, Lorentz
Jewett, Charles
Johansen, A. -2412
Johansen, T. A.
Johansson, Fran
Johnson, Chas. A.
Johnson, Nath.
Johnson, Norman
Johnson, Louis
Jorgensen, H. F.
Jorgensen, Robert

Kallanen, M. J.
Kalvin, Oskar A.
Karman, Wm. B.
Kassick, Christof.
Kelso, M. L.
Kennedy, J. R.
Klink, Edw.
Knight, Henry
Korsberg, Volmar
Koskinen, W. A.
Kristiansen, A.
Kristoffersen, Gunvald
Kruse, Chas.
Kurttel, Oles
Kuzen, E.

Langreder, Herman
Larsen, Alf
Larsen, John
Larsen, Laurits K.
Larson, C. A.
Latham, Thomas
Lebarron, Mk.
Legoth, Jack
Lesslie, L.
Lewis, W. A.
Liljegren, Douglas
Lilliedahl, Ludvig
Lindblad, Franz
Loberg, Bror
Lono, Einar F.
Luckman, Eddy

Madsen, Jack
Madsen, Ludvig
Magnusson, H. R.
Marx, Tom
Martin, R. M.
McCoy, Alton
McCloud, Norman
McCormick, L.
McManus, Pete
McNair, H. S. S.
McPherson, James
Melander, G. L.
Meyer, H.
Miller, Harry
Moore, Joseph
Mulley, Jim
Murphy, Dave

Nannestad, A.
Nelson, Hans L.
Nordbeck, Hj.
Norman, Harry
Nyberg, Otto

Oakley, Loren D.
O'Connor, Wm. R.
Olesen, Charles
Olsen, Hans
Olsen, Kristoff
Olsen, Oskar
Olsen, Peter
Olson, John

Palu, G.
Panchot, Herbert
Parson, Herman
Pedersen, Borus R.
Perks, Fred
Petersen, Hilmar
Petersen, O. -1595
Petersen, Frank G.
Petersen, Harry J.
Petersen, John
Quirage, Juan
Peterson, Oscar
Pettersen, O. H.
Petter, G.
Pierce, William B.
Pietch, Frank
Pint, G. H.
Power, Fredrick
Punahoa, Wm. K.
Punis, Anth.

Ramstad, Andreas
Rasmussen, Emil
Rasmussen, Fritz
Resant, M. K.
Riddel, Allan
Rivera, John
Roach, Alfred
Ronn, E.
Rosenblad, Billy
Rucknic, H.
Ruter (Rutler), P.

Sadi, Rudolph
Sandstedt, E. H.
Santos, C.
Senn, H. W.
Shaw, Chas.
Siliwalya, J.
Simensen, Arne
Skoberg, Axel
Smith, G. C.
Snell, Adolph
Sonnn, Magnus
Sorensen, Georg
Sorensen, Carl U.
Sternberg, Alf.
Stiernstrom, O.
Stevenson, R. A.
Stewart, William
Stilwell, Lester
Strand, Alfred
Strandquist, Louis
Svendsen, Georg
Svendsen, Otto
Svensson, John
Swensen, Anker
Syversen, Ansgar

Tarce, John
Tammora, Vaino
Tanning, T.
Tanman, Robert
Tikka, Waldr.
Tom, Peter
Toman, P.
Torjusen, G. -41
Torvik, S.
Touzel, R.
Trygg, Gustav
Tysk, J. H.

Ulla, Ola
Unwin, Henery
Unkila, Paul
Utley, Clarence

Van Duivenboden, W.
Van Helden, H. R.
Van Fleet, F. B.
Van Keppel, J.
Vostar, C. P.
Varela, Diego
Visser, D.

Wagner, Wm.
Ward, Carl
Wayne, A. E.
West, Richard
Wexford, Frank
Whitticer, A.
Whitty, G.
Wilks, J. W.
Williams, C.
Williams, John
Wilson, Chas. J.
Williams, I. C.
Wolstenholm, Thomas
Wolthekker, B.
Wright, A.
Wright, J. A.

Zeritt, John
Zetergren, E.

PACKAGES.

Abbors, Arne
Campbell, D. C.
Fagerberg, Ivan
Hunter, Gilbert
Irmey, Fred
Jurgenson, Julius
Kallas, Alex
Mayes, J. B.
McCoy, Alton
McManus, Peter
Nelson, A. -1092
Olson, Knut
Oveson, A.
Paal, K.
Spence, Oswald

REGISTRATION CARDS.

Aderman, E. C. F.
Allias, W.
Andreson, Andor J.
Anderson, John
Asklov, Knut
Campani, Juan
Dewlin, Charles J.
Elonen, John
Fabl, A.
Ferguson, Emmet
Johnson, Olaf V.
Jurgensen, J.
Mattesen, Hans
Nilsen, N.
Nordstrom, Gustaf E
Peterson, Alfred
Sandstrom, Iver
Wright, William H.

QUESTIONNAIRES.

Members whose questionnaires are advertised in this column should, in order to comply with the military regulations, immediately notify S. A. Silver, Sailors' Union, 59 Clay Street, San Francisco, to forward same to the port of their destination.

Aalta, Albert
Aalta, Henry E.
Aas, Fritjofe H.
Ackroyd, Eli P.
Abrahamson, A.
Abrahamson, A. W.
Addlesen, Johannes
Anderson, Adolph
Anderson, Anton J. H.
Anderson, Efriam
Anderson, Frederick
Anderson, John A.
Anderson, Victor E.
Archibald, C. R.
Augustine, Anth.
Bahur, Gregory
Benson, Severin
Bjarun, Sven
Bowma, Jan
Brevich, John
Brugman, H.

Bryning, Walter
Burg, John
Candler, Harry
Campani, Juan
Carlsen, H. C.
Castro, Julian F.
Christensen, C. M.
Christensen, Oscar
Christensen, P. V.
Christensen, S. A.
Christiansen, Carl
Christiansen, Laurits S.
Cronin, H.
Darnlso, Emeteric
Daugherty, J.
Davidson, W. I.
Dear, James E.
DeHart, Cornelius
Doger, H. J.
Edwards, E.
Eisen, P. C.
Ehasson, J. E.
Ellison, Morris
Erickson, Chas.
Erickson, Ludvig
Fagerstrom, Oscar
Folvik, C. E.
Firma, M.
Fredericksen, J. F.
Frick, Henry C.
Friend, Arthur E.
Gardner, E.
Garsia, Manuel
Goulet, Remio H.
Granman, G.
Green, M.
Greenitz, John
Gundeross, Hans C.
Guth, Axel
Guthrie, Raymond
Gyllen, Chas.
Hansen, Anth.
Hansen, B. P. A.
Hansen, Emil
Hansen, Johannsen
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Harris, J. T.
Henrikson, Henry
Hofman, P. J.
Holden, Nits
Holvel, H. W.
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Jansen, Bernh.
Jennings, Herb.
Jensen, Frank
Jensen, Harry
Jensen, Jens C.
Johansen, Bjarne
Johansen, Earl
Johnsen, Alf
Johnson, Carl
Johnson, Emil
Johnson, Erik
Johnson, John E.
Jonasen, R.
Jonas, Alfred H.
Juhlan, Emil
Jurgensen, Julius
Kaasik, August E.
Kaasik, Christob.
Kane, Owen
Kammus, J.
Kennedy, Alex.
Keyntter, Werner
Kinlstrom, Dom
Koch, Carl
Kroeger, W. O.
Larsoe, James P.
Larsen, Gustave
Langerad, Ole
Larens, Oskar
Larson, John M.
Larsen, Louis
Larsen, Olaf
Lasdin, Herman
Lax, Ernest H.
Leash, Thomas
Lee, Ole
Lehtinen, Ernest H.
Lendberg, Chas.
Lind, Fred W.
Lind, Gustave
Lindsay, Rob. McN
Lindquist, Gideon
Lindstedt, Oscar
Lipton, Albert
Lokken, Olai K.
Loine, Frank L.
Ludwig, Nils H.
Lund, Carl
Lundstrom, E. W.
Macdonald, D. G.
Magnussen, H. R.
Maki, Matt
Makia, Anden
Mannila, O. A.
Maripu, John
Mason, Harry H.
McCormick, L.
Melby, V. T.
Meland, T.
Miles, Chas.
Miller, Alb.
Milne, A. C.
Moseley, T. E.
Mulley, James
Mittemeyr, John P.
Nail, E.
Navano, C.
Nielson, Hans
Nilsen, N.
Nilsson, Nils H.
Nordback, Hj.
Norton, Carl E.
Odvall, E. W.
Olsen, Nicolai
Olsen, C. L.
Olsen, Claio
Olsen, Angar M.
Olsen, Ragnar
Olson, Knut
Osberg, Chas.
Osman, John
Osterburg, Carl
Ostergard, Frank
Pederson, C. E.
Person, B.
Pera, Gust.
Perselli, G. P.
Persson, Edw.
Peterson, Conrad
Peterson, Nic.
Peterson, Oscar
Pettersen, Einar E.
Porter, Hendr.
Prestage, Samuel
Qvarnstrom, Carl A.
Radio, John
Rantanen, Eino
Rasmussen, R. H.
Rasmussen, L. A.
Relersgord, H.
Riddell, A. M.
Rleman, Nestor
Riley, James
Roberts, A. H.
Roed, Hjalmar
Roffer, Jack
Rutter, H. E.
Salli, R.
Salva, F.
Sandstrom, I.
Schippman, H. C.
Serinen, John A.
Seiron, T. R.
Sige, Herman
Singl. M.
Shinners, P. J.
Skaug, H. J.
Soderquist, O. C.
Sorensen, S. G.
Stark, John
Stemland, John K.
Strandberg, Oskar
Svensson, John
Svensson, F. O.
Thompson, Chas.
Thyse, Jacob
Tollefsen, F.
Toman, Peter
Tomichoff, T.
Trautman, O.
Tuft, G. N.
Van Der Graaf, Jan
Van Keppel, Yohannes
Wereman, B.
Van Rees, Tennis
Vos, Harry
Wahe, John
Wamser, Chr.
Ward, Joseph
Wilhelmson, John
Willman, Carl
Wilson, Campbell
Wind, Jacob
Wirso, Andrew
Wulp, O. J.
Wychzel, Herman
Young, W. H.
Zwart, A.

INFORMATION WANTED.

In Re Argonaut vs. Jason: Members of the crew who have retained me are advised that the underwriters have given me positive assurance that they will be treated fairly in adjusting this salvage claim. That the delay is caused by their inability to ascertain who are the owners of the cargo and its value at the time delivered abroad and when the salvage was performed. There is no action that I can take that would hurry the matter. Said they are acting in good faith.

1-8-19

Hans Herman Hansen, a native of Bornholm, Denmark, about 30 years of age, last seen at San Francisco, Cal., in 1914, is inquired for. Any one knowing his whereabouts please notify his sister, Mrs. Marcher; address, Modesto, Cal. 3-20-18

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INFORMATION WANTED.

Members of the crew of the S. S. "Macona," who signed Shipping Articles at New York about April 1st, 1917, are entitled to a share for salvaging the said ship when she was partly wrecked near Havre, France. Members of the crew of the said ship should file, with me, their claims for their share of the salvage money, which I am now trying to collect for other seamen.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the S. S. "St. Charles," which salvaged the S. S. "Tea" in 1917, who have not yet filed with me their claim for their share of the salvage money, should do so as soon as possible, as the case will come up for trial in a very short time.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the "Florence Olsen," who were on board the said steamship when she salvaged the "Claremont" on October 31, 1918, off the coast of Nicaragua and brought her to Cristobal, should file with me their claim for their share of the salvage money as soon as possible, as I am taking up on behalf of other members of the crew the collection of salvage money due them.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

News from Abroad

The British Air Board has drafted articles for an international air agreement to be submitted to the Allies. The draft is accompanied by the suggestion that an international air conference be convened.

The casualties of the Austro-Hungarian armies from the beginning of the war up to the end of May, 1918, were slightly over 4,000,000, according to official statistics received from Vienna. Eighteen Generals out of 310 were killed.

A combination of the Business Men's Efficiency Leagues and the Prohibition organizations of New Zealand have presented a petition to Parliament, in favor of a poll on their proposal to abolish the liquor trade and pay as compensation £4,500,000.

It is planned to form a Chinese-American Society, whose aim it will be, according to Mr. John K. Sague, its leader, to "prevent selfish exploitation of China either by individuals or by nations and to assure her that she has a firm friend in the United States."

Various foreign governments have cancelled their orders with American manufacturers for war steel. These cancellations included an order by Italy covering 65,000 tons of barbed wire and another by Great Britain for 22,000 tons. The French Government authorities notified American manufacturers to hold up work on the 50,000-ton order for barbed wire covering delivery during the first half of 1919. The same buyers asked also that a 30,000-ton contract for wire rods should be held up until further notice.

There are 15,000 more British prisoners in Germany than the British records show, so that a number of men previously given up as dead or missing will return to their homes, it was stated in London. The British had contemplated getting the last 20,000 prisoners out of Germany within a fortnight, but the German records show that there remain in German hands 35,000 men, of whom 15,000, through the failure of the Germans to report their capture and the men's failure to communicate with friends, had been listed as dead.

Gradually the news of German conditions is filtering through to us from various channels. From official statistics recently received in this country it appears that the birth rate in 1915 was 40 per cent. less throughout Germany than it was in 1913, and the infant death rate was 20 and 30 per cent. of the births. Owing to the scarcity of food, there appeared a special type of "war infants," weight from three to five pounds, undernourished, puny and with wrinkled skin. At the infant welfare center at Charlottenburg, 23 per cent. of the children were rachitic, and at Treves, the rachitic children averaged 43 per cent. Owing to the poor quality of food and the general sparse diet, the average weight of both men and women was greatly reduced. This reduction of weight was especially injurious to the women, in whom the loss of fat caused floating kidney and a prolapse of the abdominal organs. Many of the food substitutes caused gastric irritations and a great increase in gastro-intestinal disease. The real extent of health deterioration due to war conditions will probably not be known for some time if ever.

With the Wits

"Have you got a lawyer looking after your interest?"

"Nominally; but I rather think he has his eye on my principal."—Boston Transcript.

"Then we're engaged?"

"Of course."

"And am I the first girl you ever loved?"

"No, dear, but I'm harder to suit now than I used to be."—Kansas City Journal.

"Somebody should stand up for the street railways," exclaimed the man who believes in fair play.

"Sir," exclaimed the protesting citizen, "as a passenger I have stood up for them twice a day for years."—Washington Star.

Bill—He was always great for loafing around home.

Gill—Well, he hasn't got over it yet. When he plays baseball he always waits to have the limit number of balls and strikes called on him.—Yonkers Statesman.

"I see you a good deal with young Flubdub."

"Yes, auntie."

"I hope you are not going to marry a spendthrift."

"Oh, no, I don't think I'll marry him. But it's nice going around with one."—Louisville Courier-Journal.

"Remember, son, Garfield drove mules on a tow-path and Lincoln split rails."

"I know, dad; but say, did any of these Presidents ever crank a cold motor in a blizzard for half an hour before he discovered that he didn't have any gasoline?"—Richmond Times-Dispatch.

Sufferer—I have a terrible toothache and want something to cure it.

Friend—Now, you don't need any medicine. I had a toothache yesterday, and I went home and my loving wife kissed me and so consoled me that the pain soon passed away. Why don't you try the trick?

Sufferer—I think I will. Is your wife home now?—Vancouver Daily Province.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 19. SAN FRANCISCO, WEDNESDAY, JANUARY 15, 1919. Whole No. 2521.

A "FIVE TO FOUR" DECISION.

By a Majority of "One" the U. S. Supreme Court Decides Against Seamen.

The Supreme Court of the United States has just rendered an opinion on three cases of special concern to the seamen of America. All three of these cases were, in fact, carried to the highest court of the land at the instance of the International Seamen's Union of America.

The vote on the cases involving the payment of wages was decided against the Seamen by a mere majority of "one." The third case, relating to the constitutionality of the Seamen's Act was dismissed on a technicality.

The majority and minority opinions in the "Talus" case, preceded by explanatory comment, are reprinted herewith, in full.

It is most significant that the Supreme Court of the United States is divided four to five on every case brought so far, involving the Seamen's Act.

First, there was the "Chelentis" case, involving Section 20 of the Seamen's Act, which purported to abolish the fellow-servant rule. The decision of the majority of the court in that case is one that has been much criticized by members of the bar and there is a consensus of opinion that the Supreme Court will sooner or later find occasion to modify if not overrule that decision. It is by no means final.

Then followed the Abdu-Nigretia case, and again there were dissenting opinions. This case involved the right of seamen to appeal to higher courts, without the prepayment of fees. Congress by an amendment to that act promptly cured the alleged defect pointed out by the Supreme Court of the United States.

In the Rhine-Windrush and "Talus" cases, the decision as to validity of advances made in foreign ports on American and foreign vessels, was evidently based solely on the ground that Congress had not sufficiently expressed its intention on that subject. The five Justices who rendered the majority opinion admit in other words, that advance notes and contracts to pay advance notes are contrary to the public policy of the United States when made within the United States. They admit that Congress can make any rule or regulation it sees fit as to foreign vessels, in the absence of treaty provisions, and that such regulations are binding upon such foreign vessels as a condition of entry. This was a point ably argued by the Attorney-General.

Mr. Justice Day, who delivered the majority opinion of the Court, says that from the records of the committees in Congress and the wording of the statute, they fail to find evidence of an intention to affect advances made in foreign countries where such advances are lawful. The remedy is evident. An amendment of the Act by Congress inserting after the word "advance," "whether made in foreign ports or domestic ports" or some such words, will cure it and no further litigation on the statute will be necessary or possible.

So it would seem that the work has not all been in vain, and in spite of defeat, the organized seamen are making law and are progressing.

Certain it is, that the people of the country are coming to a realization of the importance of a merchant marine and the impossibility of getting native seamen to work under conditions that have heretofore prevailed on board the average tramp steamer. A general acceptance of this viewpoint is essential before we can hope to maintain a powerful merchant marine as an auxiliary to our navy in time of war, and as a means of transporting our commerce in time of peace.

Attorney Silas Blake Axtell, who together with Messrs. Waguespack, Howard and the Attorney-General, argued the cases before the Supreme Court, calls attention to the fact that the question of validity of advances as it affects the purpose of Section 4530, to wit: equalization of wages, will be wholly overcome when a true interpretation of Section 4530 is made. If the Supreme Court, when the case comes before them, decide that what was intended by Congress was to equalize wages, that Congress intended to give seamen under the amendment, when it changed the word "due" to "half wages earned" as much as, not less than the seamen had before, then it is immaterial whether advances are recognized as valid payments or not, for the seaman can always then demand one-half of the balance of wages due and not paid at the date of the demand, provided the ship has entered the port for the purpose of loading or discharging cargo, and further provided the demand is not made oftener than once in five days. This is the great question that has been incorrectly decided in the case of Nellman vs. London, 241 Fed., 863, which is bound to come before the Supreme Court for final determination within a few months.

Hence there need be no discouragement over the result of these cases. The fight has been intelligently and conscientiously conducted. Andrew Furuseth, president of the International Seamen's Union of America, is fully aware of everything that has been done and is going on. He was satisfied that the cases were properly briefed and argued before the Supreme Court of the United States and so expressed himself.

As stated in the introductory, the third case, relating to the constitutionality of the Seamen's Act, was dismissed on a mere technicality. The Supreme Court apparently did not care to finally pass upon the case, perhaps in view of the negotiations of the Peace Congress or for other reasons. At any rate, they saw fit to send the certificate which had presented the question of constitutionality before them, back to the United States Circuit Court of Appeals for the 5th Circuit. It is now up to counsel to proceed to try the cases there or again have the question certified up with the complete record.

In analyzing Supreme Court decisions on the Seamen's Act it should always be borne in mind that the change of the status of the seaman made by that law has been so revolutionary, that it is not surprising that our Courts have been slow to recognize it or accord their decisions and actions to its purpose and intent. But purpose and intent still live and are as vital as ever.

Majority Opinion in "Talus" Case.

SUPREME COURT OF THE UNITED STATES.

No. 392.—October Term, 1918.

Erik Sandberg, Carl Jannson, S. K. Benjaminsen and John Peranen, Petitioners, vs. John McDonald, Claimant of the British Ship "Talus."

On Writ of Certiorari to the United States Circuit Court of Appeals for the Fifth Circuit. [December 23, 1918.]

Mr. Justice Day delivered the opinion of the Court.

This case brings before us for consideration certain features of the so-called "Seaman's Act." (38 Stat. 1165.) The Act is entitled: "An Act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea." It contains numerous provisions intended to secure better treatment of seamen, and to secure for them better conditions of service.

The libel charges a demand in Mobile, Alabama, for one-half part of the wages then earned by the seamen, and the refusal of the master t opay the amount which the libelants claimed to be due. The master paid each of them what he conceived to be due, deducting certain advances made to the men at Liverpool, England, where the seamen were signed.

The facts are:

The "Talus" is a British ship and the libelants and petitioners citizens or subjects of nations other than the United States and at the time of employment by the ship and before boarding her they received certain advances at Liverpool by the ship or its agents, a practice usual and customary and not forbidden by the laws of Great Britain. The advance did not, as to any libelant, exceed the amount of a month's wages.

The libelants boarded the ship at Dublin, Ireland, December 1, 1916, and remained in her service until they left her at Mobile, Alabama.

The ship arrived in American waters on February 11, 1917, off Port Morgan, from

whence he proceeded immediately to Mobile, where she remained until after February 24, and unloaded and loaded cargoes. During the voyage and at Mobile prior to February 22, libelants received certain payments from the ship in cash and in articles purchased from it.

On February 22 libelants demanded of the master of the ship payment of one-half of the wages earned by them to that date. The master then paid to them a sum which, with the cash paid them and the price of the articles purchased as stated above, together with the advances made in Liverpool, equaled or exceeded the one-half of the wages then earned by each of them from the commencement of his service for the ship. It was less, however, than such one-half wages if the advances at Liverpool had not been included in the credits. The master claimed that those advances should be deducted from the one-half wages, and did deduct them, and the sum or sums paid by the master to the libelants exceeded the amount of wages earned by them for the eleven days the ship had been in American waters. The libelants quit the ship February 24, 1917, and were logged as deserters on the same day.

Under the foregoing statement of facts the question for decision is: Was the master entitled to make deduction from the Seamen's pay in the amount of the advancements made at Liverpool? The District Court held that these advancements could not be deducted (242 Fed., 954). The Circuit Court of Appeals reached the opposite conclusion (248 Fed., 670). The petinent section of the Act for consideration reads:

"Sec. 10 (a) That it shall be, and is hereby, made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages, or to make any order, or note, or other evidence of indebtedness therefor to any other person, or to pay any person, for the shipment of seamen when payment is deducted or to be deducted from a seaman's wages. Any person violating any of the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than $25 nor more than $100, and may also be imprisoned for a period of not exceeding six months, at the discretion of the Court. The payment of such advance wages or allotment shall in no case except as herein provided absolve the vessel or the master or the owner thereof from the full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages. If any person shall demand or receive, either directly or indirectly, from any seaman or other person seeking employment, as seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall for every such offense be deemed guilty of a misdemeanor and shall be imprisoned not more than six months or fined not more than $500.

* * * * *

"(e) That this section shall apply as well to foreign vessels while in the waters of the United States, as to vessels of the United States, and any master, owner, consignee, or agent of any foreign vessel who has violated its provisions shall be liable to the same penalty that the master, owner, or agent of a vessel of the United States would be for a similar violation.

"The master, owner, consignee, or agent of any vessel of the United States, or of any foreign vessel seeking clearance from a port of the United States, shall present his shipping articles at the office of clearance, and no clearance shall be granted any such vessel unless the provisions of this section have been complied with."

The genesis and history of this legislation is found in U. S. Compiled Statutes, 1916, volume 7, section 8323 annotated.

The Dingley Act of 1884 (23 Stat., 55, 56), which is the origin of this section, contains terms much like those found in this Act. That statute, as the present one, in aspect now before us, was intended to prevent the evils arising from advanced payments to seamen, and to protect them again a class of persons who took advantage of their necessities and through whom vessels were obliged to provide themselves with seamen. These persons obtained assignments of the advanced wages of sailors. In many instances this was accomplished with little or no service to the men who were obliged to obtain employment through such agencies. In the Dingley Act it was made unlawful to pay seamen's wages before leaving the port at which he was engaged. In the present Act it is made unlawful to pay seamen's wages in advance of the time when he has actually earned the same. The Act of 1884 by its terms applied as well to foreign vessels as to the vessels of the United States, and masters of foreign vessels violating the law were refused clearance from any port of the United States. The present statute is made to apply as well to foreign vessels while in the waters of the United States as to vessels of the United States.

In the present Statute, in the section from which we have just quoted, masters, owners, consignees, or owners of foreign vessels are made liable to the same penalties as are the like persons in case of vessels of the United States. Such persons in case the vessels are those of the United States or foreign vessels, seeking clearance in ports of the United States, are required to present their shipping articles at the office of clearance, and no clearance is permitted unless the provisions of the statute are complied with.

The Act of 1884 came before the United States District Court for the Southern District of New York in the case of The State of Maine, 22 Fed., 734. In a clear and well-reasoned opinion by Judge Addison Brown the law was held not to apply to the shipment of seamen on American vessels in foreign ports. After some amendments in 1898, not important to consider in this connection, the matter came before this Court in the case of Patterson v. Bark "Eudora," 190 U. S., 169, and it was held to apply to a British vessel shipping seamen at an American port, and, furthermore, that the Act, as thus applied to a foreign vessel in United States waters, was constitutional.

While the Seamen's Act of 1915 contains many provisions for the amelioration of conditions as to employment and care of seamen, in the aspect now involved we have called attention to the state of legislation and judicial decision when that Act was passed. Did Congress intend to make invalid the contracts of foreign seamen so far as advance payments of wages is concerned, when the contract and payment was made in a foreign country where the law sanctioned such contract and payment? Conceding for the present purpose that Congress might have legislated to annul such contracts as a condition upon which foreign vessels might enter the ports of the United States, it is to be noted, that such sweeping and important requirement is not found specifically made in the statute. Had Congress intended to make void such contracts and payments a few words would have stated that intention, not leaving such an important regulation to be gathered from implication. There is nothing to indicate an intention, so far as the language of the statute is concerned, to control such matters otherwise than in the ports of the United States. The statute makes the payment of advance wages unlawful and affixes penalties for its violation, and provides that such advancements shall in no cases except as in the Act provided, absolve the master from full payment after the wages are earned, and shall be no defense to a libel or suit for wages. How far was this intended to apply to foreign vessels? We find the answer if we look to the language of the Act itself. It reads that this section shall apply to foreign vessels "while in the waters of the United States."

Legislation is presumptively territorial and confined to limits over which the law-making power has jurisdiction. American Banana Company v. United Fruit Company, 213 U. S., 347, 357. In Patterson v. Bark "Eudora," supra, this Court declared such legislation as to foreign vessels in United States ports to be constitutional. We think that there is nothing in this section to show that Congress intended to take over the control of such contracts and payments as to foreign vessels except while they were in our ports. Congress could not prevent the making of such contracts in other jurisdictions. If they saw fit to do so, foreign countries would continue to permit such contracts and advance payments no matter what our declared law or policy in regard to them might be as to vessels coming to our ports.

In the same section, which thus applies the law to foreign vessels while in waters of the United States, it is provided that the master, owner, consignee, or agent of any such vessel, who violates the provision of the act, shall be liable to the same penalty as would be persons of like character in respect to a vessel of the United States. This provision seems to us of great importance as evidencing the legislative intent to deal civilly and criminally with matters in our own jurisdiction. Congress certainly did not intend to punish criminally acts done within a foreign jurisdiction, a purpose so wholly futile is not to be attributed to Congress, United States v. Freeman, 239 U. S., 117, 120. The criminal provision strengthens the presumption that Congress intended to deal only with acts committed within the jurisdiction of the United States.

It is true the Act provides for the abrogation of inconsistent treaty provisions, but this provision has ample application treating the statute to mean what we have here held to be its proper construction. It abolishes the right of arrest for desertion. It gives to the civil courts of the United States jurisdiction over wage controversies arising within our jurisdiction. These considerations amply account for the treaty provision. See Treaties in Force, Ed. 1904, index p. 969.

It is said that the advances in foreign ports are against the policy of the United States and, therefore, not to be sanctioned here. As we have construed this section of the statute, no such policy as to foreign contracts legal where made, is declared.

We have examined the references in the briefs of counsel to the reports and proceedings in Congress during the progress of this legislation so far as the same may have weight in determining the construction of this section of the Act. We find nothing in them, so far as entitled to consideration, which requires a different meaning to be given the statute. We may add that the construction now given has the sanction of the Executive Department as shown in Instructions to Consular Officers, promulgated through the medium of the State Department.

We are of opinion that the Circuit Court of Appeals reached the right conclusion as to the meaning and interpretation of this section of the Act, and its judgment is affirmed.

A true copy.

Test:

Clerk Supreme Court, U. S.

Minority Opinion in "Talus" Case.

SUPREME COURT OF THE UNITED STATES.

No. 392.—October Term, 1918.

Erik Sandberg, Carl Jannson, S. K. Benjaminsen and John Peranen, Petitioners, vs. John McDonald, Claimant of the British Ship "Talus."

On Writ of Certiorari to the United States Circuit Court of Appeals for the Fifth Circuit. [December 23, 1918.]

Mr. Justice McKenna, with whom concur Mr. Justice Holmes, Mr. Justice Brandeis and Mr. Justice Clarke, dissenting.

This is a libel in admiralty under the Seamen's Act of 1915 (38 Stat., 1165-1168), especially involving Sec. 11.

The libel was filed by petitioners here and others. It was dismissed as to the latter and they have acquiesced in the judgment. The facts are set out in the opinion of the Court.

With this case were submitted others that present the act of Congress in different aspects. Among these was No. 361. It was a libel by a seaman who had shipped on a British vessel and was based on a demand for wages not due at the time of the demand under the terms of the shipping articles signed by him. Section 4 of the act, infra, was especially involved in consideration and its constitutionality was attacked by the ship. The Circuit Court of Appeals for the Fifth Circuit, to which the case had gone, presented the question to this Court in two aspects, first generally, and, second, more particularly that provision which makes the section "apply to seamen on foreign vessels while in the harbors of the United States."

In the present case the ship is also British and the libelants and petitioners citizens or subjects of nations other than the United States, and the controversy is as to the right of the master to deduct from the wages, of which the law authorizes the demand, advances made to the seamen in Liverpool, England. To make such advances was a practice usual and customary and not forbidden by English law. It would seem, therefore, that the constitutional question is as much involved in one case as in the other. But under the Court's construction of the act that question can be pretermitted. Under our constitution it would seem to be not only of ultimate but of first insistence. The court, however, is of opinion that the question of the constitutionality of the act was not certified in such manner as to be subject to its consideration. From that conclusion we are not disposed to dissent and shall assume, as the Court does, that the legislation is valid and pass to its consideration.

The instant case, the facts not being in dispute, is brought to the question of the right of the master to deduct the Liverpool advances, the ship asserting the right and the libelants denying it. The solution of the question necessarily depends upon the construction of the act, or, more precisely, its application. It is conceded, yielding to the authority of Patterson v. The Bark "Eudora," 190 U. S., 169, that the act applies to American seamen shipping in an American port upon foreign vessels, but it is contended from that case and other cases that it ought "to seem plain on principle and authority that the advancement statute has no effect except upon advancements made to seamen within the territorial jurisdiction of the United States. And, indeed, it is insisted that Congress "ex industria in terms confined the application to the waters of the United States." The conclusions are deduced from the cases which are reviewed and the language of the act is quoted. We give the quotation as it amplifies the contentions:

"That this section shall apply as well to foreign vessels **while in waters of the United States** [counsel's emphasis], as to vessels of the United States, and any master, owner, consignee or agent of any foreign vessel who has violated its provisions, shall be liable to the same penalty that the master, owner, or agent of a vessel of the United States would be for similar violation.

"The master, owner, consignee or agent of any vessel of the United States, or of any foreign vessel seeking clearance in a port of the United States, shall present his shipping articles at the office of clearance, and no clearance shall

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Federal Wage Rates Below Living Line.

In a letter to Speaker Clark of the House of Representatives Secretary of the Treasury McAdoo recommends a minimum wage of $5 a day for inspectors of customs, with correspnding increases to other employes in the Customs Service.

An investigation shows that the average wage of employes in this department advanced during the period from 1885 to 1914 from $1245 to $1290. This means that during the period of thirty years the increase made in the entire Customs House Service was less than 4 per cent. During the same period the cost of living increased more than 50 per cent.

This year Congress granted an additional 5 per cent. on wages of $1200 or more, and 10 per cent. on those under $1200, but attention is called to the fact that during the period between 1914 and 1918 the cost of living increased 50 per cent. In other words, during the period between 1885 and 1918 the cost of living has increased at least 100 per cent., whereas the average wage in the Customs Service has advanced less than 12 per cent.

"During the period of the war," says Secretary McAdoo, "it has been possible in some instances, through appeals made to the men on purely patriotic grounds, to prevail upon them to remain at their posts, though at a great personal sacrifice on their part. Now that the war contingency has passed and patriotism can no longer be used as a wedge to keep them in Government employ, there is every likelihood that unless some inducement is offered to retain employes who, by reason of their special qualifications have made themselves almost indispensable in certain branches of the customs machinery, the Customs Service will be so seriously crippled by reason of their separation therefrom that it will be some time before the service has again reached that standard of efficiency and economy that at present obtains."

Vicious Speed-Up System.

At a meeting of the Chicago Federation of Labor one delegate called attention to a vicious speed-up system employed by the Pullman Car Company.

"They put the check and watch system on every employee in their great works," said the trade unionist. "They put the stop-watch on the most able-bodied man in their employ, set him up as an example and then expect all the others to keep step with him. In this way they destroy the very life and soul of the weaker members. They have a checker over every action of the hand. They have a pension system so that after you have worked in the Pullman shops 20 years you are given $10 to $12 a month when you reach your sixty-fifth year. So as not to lose out on this pension old and decrepit persons stand for all sorts of indignities."

Snob Educator Scored.

The Associate Teachers' League, affiliated with the American Federation of Labor, is opposed by P. A. Capdau, president of the New Orleans School Board, who is charged by the teachers with possessing a "retroactive spasm of refinement." This broadside was followed by the appointment of a publicity committee to acquaint citizens with their purpose. In an address to the teachers, the chairman of the committee said:

"There is a distinction between a democratic idea of self-government and the idea of subserviency and sycophancy.

"It is your duty to think and act for yourselves, not to follow anybody blindly—not even the school board. There are a lot of people whose social position is so frail and so fragile that they cannot look at the man in a blue shirt without being disturbed. Our business is to upbuild character: no teacher who is sure of his or her professional status is a snob."

Contentment is Stagnation of Progress.

At a Reconstruction Conference called to consider industrial relations and kindred subjects now prominently in the public mind, attended by representatives of various large interests as well as men who are students of social and economic problems, President Samuel Gompers, American Federation of Labor, gave voice to the following thoughts upon the grave dangers confronting the American people:

"To get the men to respond to the call to arms in defense of our republic and our institutions required much effort, but it was not difficult of accomplishment. To persuade our civilian population to do service behind and for the men at the fighting front, was difficult, but not so difficult, as are the problems before us to-day.

"I am not one who believes that the wisest and best condition of the people is what is generally understood by contentment. Contentment, in my way of thinking, is stagnation. A healthy discontent is the awakening of the aspiration for better things. It is essential to-day that the people of our country shall be alert to all that is transpiring and all that is impending. Thus far we have lived our lives alone and worked out our own destinies along the line of the policies we believed to be the best for us. To-day, after either winning the war or helping to win the war, we are to have our representatives around a table where a treaty of peace is to be formulated.

"The representatives of no one government can have the controlling voice. Optimist as I am, I never fail to look upon the other side of the shield. Hoping for the best always, and striving as best I can to accomplish the right, or to help accomplish the right, I know the game played by the opponents of right. The democratic legislation erected by the Congress of the United States, by the several States of our Union, by our municipalities, granting greater freedom of thought and action of a voluntary character, the understanding of what here we mean by sovereignty of citizenship and of the man and of the woman, a conception not held by any other country on the face of the globe—I appeal to

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Women have been admitted to full membership on the same terms as men by the Incorporated Auditors and Accountants of England by a big majority vote.

Juan Justo, Socialist leader in the Argentina Chamber of Deputies, and his colleague, Detomasso, have been appointed by the Socialist party to attend the coming International Socialist congress in Europe.

A general strike is on in Cuba. It was precipitated as a sympathetic walkout to aid the railroad workers on the Cuba Railroad. Although the railroad workers won, the general strike continues, the demands being largely of a political and not of an economic nature. The abolition of compulsory military service, and the abrogation of laws permitting the deportation of "foreigners" who are "agitators" are demanded. The employers now threaten American intervention.

The laborites of Winnipeg made a clean sweep of all the offices in the city, including the entire municipal, in the December elections. The Mayor is a member of the International Association of Machinists, as are four of the eight councillors. The other four are members, respectively, of the Sheet Metal Workers, the Brotherhood of Blacksmiths, the Carpenters and Joiners, and of Painters and Paper Hangers. Among the aldermen are a teamster, a member of the Typographical Union, and the Secretary of the Local Trades and Labor Assembly.

As a result of an appeal to the labor movement of Canada, initiated by the Trades and Labor Council of Vancouver, B. C., a resolution against intervention by Canada in Russia's internal affairs has been passed by Canada's three largest central labor bodies of unions affiliated with the American Federation of Labor, viz., the Winnipeg Trades and Labor Council, the Toronto District Labor Council, and the Vancouver Trades and Labor Council. A demand for a withdrawal of troops was made at a largely attended convention of the Quebec section of the Labor Party of Canada, in Montreal.

Labor unions throughout the United Kingdom are agitating for a 44-hour week. This would mean eight hours a day on five days of the week and four hours on Saturday. The National Transport Workers' Federation has presented to all the municipal and privately-owned tramways a demand for a working week of 44 hours at the present weekly wages. Representatives of the Federation of Engineering and Shipbuilding trades and representatives of the employers recently held a meeting at which it was decided that a 44-hour week without any reduction in existing wages constituted a reasonable attempt to readjust working conditions. An agreement was entered into between the employers and the men providing that the unions should make all effort to insure that in the unsettled state through which the country has to pass, the greatest possible output should be maintained. The compromise of a 44-hour week has been passed upon by the Engineering and Shipbuilding Union and a count of the ballot shows it was accepted by 286,545 to 146,526.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

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Collins, Ed.
Davis, Oroville
Engstrom, Erick
Eklund, Swen
Ellingson, Billy
Fosberg, Leonard
Frost, Peter
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Hansen, Aksel
Hedeman, H. C.
Hederstrom, T.
Holmstrom, Hjalmar
Hakanson, Axel
Hoek, A.
Hammarquist, Gust
Halvorsen, Harry
Iverson, Tom
Irmy, Fred
Johnson, Gunnar
Johansen, N. A. -1604
Johansen, Fred
Johanson, John
Johanson, John A.
Johansen, Carl
Jacobsen, John
Johnson, K.
Johnson, Ole
Johnson, Chas. A. -2044
Jonassen, Johannes
Jacobsen, Telegram
Johanson, Fred
Johansen, C.
Kallas, M.
Lundin, Arthur
Lechemus, Bill
Lill, Karl
Lyngnes, Chris
Malmquist, Gus
Melander, H.
Miller, John
Mourice, Francis
Monsen, Chas. C.
Nurmi, Tauri
Norstrom, Hans
Olsen, Ole W.
Olson, Andrew
Peterson, K. E.
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Ryden, Oscar
Raaum, Harry
Rasmussen, J. A.
Swenson, Nickolaus
Spence, Oswald
Soderqren, Oscar
Shileman, F.
Stringer, M.
Salo, Oscar
Turman, Arthur
Terkki, Arthur
Thornlund, John N.
Wirg, Claus
Winberg, Oscar
Williams, Edward A.
Wankala, John
Zuckerer, Theo

Questionnaires.

Abbo, Kasta Nestar
Axelson, Erik
Anderson, Sven
Christensen, Ole Martin
Doage, Sigvald
Grenlund, Oskar A.
Hanson, John August
Holca, Frank
Jacobsen, Gustav E.
Johansen, N. A.
Johanson, Carl M.
Koso, Peter
Kallas, Martin
Ringvall, Victor
Tysk, John H.

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Engvall, Fred
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Morgen, L. M.
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Stenhauer, Ole
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Smith, G. H.
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Wilson, Oswald
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Borgen, Knut
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Nelson, Philip
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Norton, P. A.
Parks, Harold, A.
Paulson, Peter
Palmer, L. L.
Pedersen, Albert
Peterson, Andrew K.
Petterson, C. H.
Ranta Hjalmar
Rasmussen, Peter
Rudsit, Fred
Sather, Harold
Sather, P.
Simonsen, Hans
Schuppel, John A.
Tardiff, Geo. H.
Taylor, T. G.

INFORMATION WANTED.

H. Lincoln, who was seaman on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exhange Bldg., San Francisco. 1-8-19

Members of the crew of the SS. "Fred W. Weller," at the time she salvaged the Norwegian barque "Gra-in," November, 1918, should file their claim with me, as soon as possible, for their share of the salvage money, which I am taking up now on behalf of other members of the crew. ISIDORE A. RABINOW,
Attorney for Seamen,
277 Broadway, Room 401,
New York City.
1-8-19

Pacific Coast Marine.

The United States Shipping Board has notified the William Dimond & Co. that they will be assigned the operation and management of another vessel for a voyage to New York via the Panama Canal. The sailing will be January 15.

John A. Fowler, recently appointed trade commissioner for the Dutch East Indies and the Malay Peninsula, left San Francisco during the week to take charge of his work there. Fowler was formerly a newspaper correspondent in China and Siberia.

Inquiry into the loss of the steamer "Princess Sophia" in Lynn canal October 25, 1918, will begin before Justice Morrison at Victoria, B. C., about February 10, as the result of a conference between the Commissioner and legal interests representing Yukon Territory, British Columbia, and relatives of some of the victims. Three attorneys, former members of the Yukon bar, have been designated to represent the Yukon Territory officials at the inquiry.

President John H. McCallum of the Board of State Harbor Commissioners recently announced the appointment of an advisory committee whose membership will confer with the Board regarding all matters pertaining to the exporting and importing business of the port. The members of the committee represent all phases of "capital" engaged in at the port, including exporting, importing, shipping, shipowners, warehouses and drayage. "Labor" is not represented!

Thomas T. P. Whitelaw of San Francisco is constructing a non-sinkable barge. This is a novel construction and is attracting much attention. It is intended to lift a dead-weight of fifty tons such as big anchors, boilers and other equipment that may have been lost overboard, or parts of a wreck. The bottom of the hull is lined with cork and a number of tanks also are located in the structure. There is a well in the middle and the lines or hawsers will pass through this to the object to be lifted. Hydraulics will do the lifting.

A bill authorizing preliminary steps in the direction of leveling Hunter's Point peninsula (on San Francisco bay), filling adjacent tidelands and making a new industrial tract of 2000 acres, has been drafted by the Civic League of Improvement Clubs and will be presented to the California Legislature. It is proposed to create a Peninsula Water Front Board consisting of the President of the State Harbor Commission, the City Engineer of San Francisco and the County Surveyor of San Mateo County to direct the work. An appropriation of $50,000 would cover preliminary planning.

A small boat containing three members of the crew of the British steamer "Kestrel" was picked up in mid-ocean by the United States Army transport "Thomas" hundreds of miles from Honolulu, according to a wireless received from the troopship at the Hawaiian port. The "Thomas" is en route from Vladivostok to San Francisco. The "Kestrel" is a small steamer engaged in the copra trade between Honolulu and Fanning Island and arrived at the island port recently, reporting that the small boat and three men were adrift somewhere and had been lost. The steamer ran short of fuel and burned one-half of the copra cargo as fuel.

According to a decision made by C. W. Cook before he resigned as assistant director of operations of the Shipping Board, the owners of the motor-ship "Oregon" are ordered to pay salvage for services rendered by the steamers "Lurline," "President" and "J. E. O'Neill." The sums follow: "Lurline," $18,000; "President," $1750; "O'Neill," $6500. Cook acted as arbitrator and directed that one-fifth of the "Lurline" award, or $3600, be paid to the officers and crew, the officers to receive a double share, prorated in proportion to the wages. The officers and crew of the "President" will receive one-third of the total award and the officers and crew of the "O'Neill" one-fourth of the sum set aside for them.

George W. Kneass, the Potrero (San Francisco) boatbuilder, has just taken a contract to build a fleet of launches for the Peterson Company that will necessitate a bit of fast work. Manager Harry Levinson of the launch concern signed the contract which calls for the construction of eight craft. Four will be 56 feet in length, 16 feet beam and 6 feet draft. The other four will be 64 feet in length with the same beam and depth as the others. When completed the vessels will be equipped with either Standard, Union, Corliss or Imperial engines, as the company has decided to try out the merits of each. In the past the Peterson Company has used only Union engines and now all of the manufacturers will have a chance to see what their engines can do. The horsepower will rate from 115 to 125. The contract provides that the hulls be delivered within ninety days.

The first hint as to the probable fate of the Standard Oil Company tanker "George W. Loomis," which has been missing off the Oregon coast since December 19, was given by Captain Hall of the Pacific Coast Steamship Company's steamer "City of Topeka." Captain Hall said that while en route to Eureka from Portland and Coos Bay he encountered a large oil-covered area of water in the vicinity of Coos Bay. He said the appearance of the oil indicated it had been released in large amounts. The "Loomis" left San Francisco for Marshfield, Ore., with a cargo of 5500 barrels of gasoline and crude oil. The vessel was sighted off the Oregon coast by the steamer "Washtenaw," which reported the "Loomis" was bucking a heavy gale but apparently was weathering the storm. The missing vessel carried a crew of nineteen and was in command of Captain E. E. Lapchie. It had a registered tonnage of 641 and was one of the first tankers built for the Standard Oil Company.

The steamer "Sehome," which was sunk in the waters of San Pablo Bay about three weeks ago, has been raised from the mud at a point about 1000 feet off El Campo by Smith-Rice & Company, Incorporated. This company purchased the vessel from the Monticello Steamship Company. The "Sehome" was towed to Oakland by one of the Red Stack tugs, which assisted in raising her. Divers patched the hole in the side of the "Sehome" and the work of pumping out her hold has been going on for several days. The vessel's wheelhouse and cabin have floated away and her boilers were lost overboard when she turned over, being brought down from San Pablo Bay to El Campo. All of the automobiles, which made up part of her cargo, were lost, save one runabout, which was badly damaged by salt water. The Smith-Rice Company hopes to repair the hull and put the vessel in commission again.

Officials of the Standard Oil Company at San Francisco announced that none of the twenty-odd vessels engaged in searching the Pacific for the missing tanker "George Loomis" had reported sighting vessel or wreckage. As a result the company has about given up hope that the craft will be reported, and arrangements are now under way to pay to the families of the missing crew the insurance carried by the company. The search has been so thorough that every square mile of water for fifty miles offshore has been combed. It is believed that there is a bare possibility that the vessel may have drifted out of the lanes of ocean travel, and if this is the case the only chance the crew will have is to be picked up by some sailing vessel bound for San Francisco by an original route. Vessels plying between San Francisco and Honolulu have been notified by wireless to keep a sharp lookout. The "Loomis" had a crew of nineteen. She sailed from San Francisco on December 19 bound for Coos Bay, Oregon.

Steamship companies owning the fifteen vessels which were returned to private control by the United States Shipping Board during the week are preparing to take advantage of the removal of restrictions imposed on all shipping board vessels forbidding night loading and forcing operators to adopt arbitrary tonnage rates set by the board. The vessels under private operation will be enabled to spend less than half the time they have been spending in port and their owners will be able to compete with the owners of foreign-owned ships in the matter of tonnage rates. The Shipping Board's release affects all vessels under 4000 tons capacity. The vessels are to be released at once, those at sea passing into the control of their owners on their arrival in their various ports. The vessels designated are as follows: Pacific Mail Steamship Company—S. S. "City of Para," "City of Peru," "Newport." (These vessels comprise the company's Panama fleet, which plies between San Francisco and West Coast ports.) Pacific Steamship Company—S. S. "Admiral Sebree," at Seattle. China Mail Steamship Company—S. S. "China." Swayne & Hoyt—S. S. "Alvarado" and "El Dorado." Matson Navigation Company—S. S. "Enterprise" and "Windber." W. R. Grace & Co.—S. S. "Santa Alicia," "Santa Inez," and "Santa Rita." Robert Dollar Steamship Company—S. S. "Stanley Dollar." Steamships "Justin" and "Grayson," owned at Seattle.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room 1, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 15, 1919.

FURUSETH'S WORK IN EUROPE.

The Twenty-second Annual Convention of the International Seamen's Union of America will meet in Galveston, Texas, next week. According to advance information received it will be the best attended convention in the history of the American Seamen's Union movement.

For the first time since the International Union was organized President Furuseth will be absent from the convention. No word has been received from Andrew Furuseth since he left for Europe but it is not likely that he will return until the Peace Conference has reached final conclusions as regards the sea and seamen.

The vital interest of American seamen in the negotiations at the Peace Conference will be better understood when there is a true realization of its potent influence upon the future.

No less an optimist than Samuel Gompers, has recently expressed his apprehension and fear upon the results of that very conference.

Said Mr. Gompers:

> I appeal to the American people, without regard to their station in life, to see to it, to supervise, to be vigilant, lest around the peace table there are purloined from us, right under our very noses, many of the liberties and the freedom of our people.
>
> The treaty made by the United States with any other country or group of countries, that treaty being ratified by the Senate of the United States, becomes the supreme law of the land, and any law upon the statute books that is in conflict with the terms of that treaty becomes inoperative and ineffective and nil. We don't want to have made in vain all the sacrifice of our boys. We don't want to have that flesh of our flesh and blood of our blood given, and all the treasure given, and all the sacrifice made, in vain, and to have to make the fight all over again for the American people in their homes. While our boys were fighting and our men and women were working here to maintain freedom and democracy abroad, we ought to be alert now to see to it that we are not going to lose our liberty and democracy at home.

Now, it will be recalled that the American Seamen's Charter of Freedom, the Seamen's Act of 1915, was bitterly opposed, and in some instances openly protested by the representatives of the principal maritime nations of Europe.

Those very interests will be at or about the Peace Conference. Instead of accepting the humanitarian principles of the American law for their own respective country's seamen they will doubtless attempt to weaken our great statute of emancipation which has made all seamen free men when their vessels are in our ports.

Furuseth has a real job cut out for him. More than ever before in his unusually eventful life he is now carrying that grave and tremendous responsibility of watching and waiting—day and night—and always jealously guarding the liberty and welfare of the men who follow the sea for a livelihood.

THE NEW YORK STRIKE.

At the time of going to press New York harbor traffic is practically tied up because the boat owners decline to submit to arbitration the differences existing between themselves and their employes.

The Czar and the Kaiser have taken their retiring card from the little society of crowned heads which at one time "ruled" Europe.

But though we have fought and won a war for world democracy some of the industrial autocrats of our own country have not changed one whit. They still assume the benign attitude of the late Pennsylvania coal baron who honestly believed that God, in his infinite wisdom, had especially placed him on earth to protect the rights of the "independent" working man, who is known in the parlance of the street as a common scab.

Not the least interesting feature of the New York tie-up is the attitude of our great "moral engines," the daily papers. Whenever the public is inconvenienced through a strike we usually read double column editorials expressing righteous indignation, etc., etc., at the treatment accorded our old friend, "the innocent third party." In this instance, however, the public is inconvenienced not primarily through the strike but solely because of the boat owners' refusal to arbitrate. And, lo and behold, the great editors' righteous indignation remains bottled up. All their wrath is hurled at the "Reds" and the Bolsheviks in overalls.

The anarchists on the other side, the Czars of industry, the fellows who refuse to arbitrate; they always remain eminently respectable—in the columns of our "great" newspapers.

THE DISTRIBUTION OF WEALTH.

The financial column of the New York Evening Post has the following encouraging item on social readjustment:

> A return to individual expenditure on the scale of 1914 will spell a financial crash and social disorder. The mode of life has to be simpler and the distribution of wealth has to be wider and upon a more equitable basis. The worker will receive more wages in the future, and the idle rich will become fewer, if they are not shortly non-existent. To think otherwise is to ignore the lessons of the past and to misread the signs of the times.

How different from the mouthings we hear so frequently, of late, in Wall Street circles.

It is an obvious fact that because of the labor-crushers' disposition to look for a drop in wages and commodity prices, some hesitation exists in general business throughout the country. Yet all fundamental conditions, both economic and political, point to a continuation of the present levels for wages and the cost of living. Fear that American business will be placed at a disadvantage, owing to the more cheaply paid labor abroad, has less foundation than at any time in the past. In fact, instead of a permanent revision downward in American wages, there will be a steady revision upward in Europe and elsewhere.

And it is gratifying to note that at least one of those who write and compile the financial pages in America's "great" dailies has a realization and vision of a better and brighter future for those who toil and produce all the world's wealth.

A STRANGE CARGO.

One of the strangest of all cargoes, seven thousand sharks, split in half, dried, and piled up like cord-wood in the hold of the motorship "Gryme," arrived at San Diego last week from Guadaloupe Island and Ensenada, Lower California, according to an Associated Press dispatch.

The sharks averaged five feet in length. They were killed by Mexicans in the vicinity of Ensenada. It is reported that this unusual cargo will be used in the manufacture of A1 fertilizer. Moreover, the oil obtained from sharks is in demand by manufacturers of cosmetics and soaps.

The shark problem has become quite a serious one of the Southern California Coast. A few years ago 50-pound specimens of the albacore fish family were common about Catalina Island. During 1918 scarcely any 50-pounders were taken. Japanese fishing methods and the sharks are largely blamed for this state of affairs.

If, however, the shark should become a real commercial asset, as is indicated by the arrival of the shark cargo at San Diego, we may reasonably expect an early change for the better.

The food fish of Southern California waters have many natural enemies: Sharks, seals, blackfish, swordfish, etc. And it has been said of all the inhabitants of the sea that there are only two things worth while with them—"To eat and not to be eaten."

But if it really pays to hunt these fish-eating monsters of the deep their end is in sight.

The National Labor Congress, proposed by the International Workers' Defense League, to devise means of obtaining a new trial for Thomas Mooney, was called to order in Chicago, Ill., on January 14. In the meantime, a resolution is pending in the California Legislature, providing for an investigation of the San Francisco District Attorney's office. With the known opposition of the Governor to a new trial for Mooney it is scarcely to be expected that the resolution has any chance for adoption. But even though the resolution will fail of passage there will be a wholesome airing of Fickert's methods, in the Committee rooms and on the floor of the Senate and the Assembly. All this should tend to win public sympathy for an humble citizen almost railroaded to the gallows. And, in the final analysis, an enlightened public sentiment will right every wrong.

IN MEMORIAM.

Again the grim reaper has thinned the ranks of the old guard in the Sailors' Union of the Pacific. Comrade Frank Johnson, who joined the Union at the age of 21, nearly thirty years ago, died at San Francisco after a brief spell of sickness, on January 10.

The deceased was a loyal, active and faithful member of the Sailors' Union from the day he took the obligation as a union man. He always took justifiable pride in his record of service as a patrolman during the Union's early history when the income was pitifully small and the general opposition to unionism powerfully strong. For many years he attended the sessions of the San Francisco Labors as a representative of the Sailors' Union of the Pacific. He also, at various times, was honored by being elected a delegate to the conventions of the International Seamen's Union of America and the California State Federation of Labor. At the time of his death he was one of the directors of the Maritime Hall Association, which is the holding corporation for the lot and building, owned jointly by the Sailors' Union of the Pacific and the Alaska Fishermen's Union, at San Francisco.

Funeral services for the departed Brother were held on last Sunday afternoon with a large delegation of San Francisco trade-unionists in attendance. The following associates and fellow members of the Union he loved acted as honorary pall bearers: John H. Tennison, Walter Macarthur, E. A. Erickson, Geo. Larsen, Jos. Faltus and S. A. Silver.

The deceased is survived by a wife and three children, Frank Jr., Margaret and Henrietta Johnson, all residents of San Francisco.

EFFECTS OF DEMOBILIZATION.

That unemployment is with us "again," even before the Army demobilized, is shown by reports to the Department of Labor from 115 industrial communities throughout the nation. On December 28th there was unemployment in 36 large cities, equality of supply and demand in 58, and employers seeking help in only 21. A month earlier similar reports from 106 of these cities showed unemployment in only 11 cases, supply and demand approximately equal in 68, and marked labor shortage in 27.

Two months ago the Department of Labor estimated the labor shortage of the nation at the stupendous figure of 1,000,000 workers. In eight weeks' time this shortage has disappeared entirely. Conservative estimates give the number of wage earners in war occupations who are yet to be "cast loose on the labor market" at 3,000,000. And yet there are complacent souls who would have us believe that demobilization brings no new problem and that our country's fighting forces can be returned to the paths of peace without unemployment and without serious suffering among the workers.

The movement to reduce the hours of labor will continue so long as labor itself continues to be mere physical exertion for the maintenance of animal existence.

SECRET DIPLOMACY.

Nothing Can Be Worse at the Peace Conference Than An Atmosphere of Secrecy and Half-Truths.

Lord Northcliffe is admittedly an able journalist, as modern journalism goes. Whatever may be thought of his methods or his ideals—and we are not of those who have regarded him as at any time free from grave defects—he nevertheless has a keen eye for "news," a keen perception of what the public is interested in and of the demands to which it is ready to respond. His principal organ, the London Times, is probably the most powerful daily newspaper in the world. What is more, Lord Northcliffe is a weighty factor in British politics, and is credited with having made or unmade more than one political reputation. When, accordingly, he speaks out in unmeasured condemnation of the secrecy with which the preliminaries of the peace conference have thus far been conducted, we may be sure not only that the situation itself is rapidly approaching the dimensions of an international scandal, but also that public opinion is about ready to demand a change. "Nothing can be worse for the prospects of the coming conference," Lord Northcliffe declared in a statement at Paris the other day, "than an atmosphere of secrecy and half-truths. Shall the destinies of millions of people in all quarters of the globe be left to the tender mercies of a comparative handful of delegates, against whose enactments there is no public appeal? Such would be mockery of that principle of self-determination of free nations which has been fought for and won in this war."

It is of the highest importance that the American public should realize the gravity of the situation which Lord Northcliffe, in the words just quoted, describes without exaggeration. In spite of a rigorous censorship—and the rigors of the censorship over both newspaper and private correspondence have not been materially relaxed since the signing of the armistice—and the optimistic dispatches of certain American correspondents who tell how President Wilson has quieted all fears and is certain to have his way, the fact remains that nothing of importance regarding a democratic peace settlement has yet been done openly, and that the American and the Allied Governments have given no indication as yet of a purpose to have anything done openly. Neither Mr. Lloyd George nor M. Clemenceau nor Signor Orlando stands for open discussion of peace terms, nor do they appear to have been affected in the least by such protests as those of the British Labor party, or of labor and Socialist forces elsewhere, against the course which is being pursued. Even Mr. Wilson can no longer be counted among the supporters of open diplomacy; for while he is indeed reported to have expressed a wish for open discussion at the conference, he not only has taken no steps, so far as the public knows, to make his wish effective, but is himself holding private conferences daily with the representatives of other Governments regarding their respective claims and their attitude toward his own supposed program.

One might, perhaps, view the situation with less concern were there some reasonable assurance that what is being done behind closed doors is being done with sedulous regard for the people's wishes and the people's welfare. Such assurance, unfortunately, is almost wholly lacking. Not one positive indication has yet appeared that the peace settlement which is soon to be undertaken at Versailles will be a people's settlement, or that it is really, if mistakenly, intended to be a people's settlement. Hardly a single delegate whose appointment has been announced, from any country anywhere, can properly be called a people's delegate. The men who apparently are to speak for the nations at the peace conference are, in overwhelming majority, either the heads or the leading members of the Allied Governments, who, however successfully they may have piloted their countries through the war, are nevertheless responsible for every abuse of power and every suppression of constitutional liberty which the war has developed within their political jurisdictions; or routine administrative officials with eyes and ears open only to precedents and proprieties, and wholly subservient to their chiefs; or discarded diplomats of the old school, dragged from retirement to lend dignity to the assemblage and at the same time to pacify some partisan clamor. As a peace conference of people's delegates, summoned to redress the wrongs, harmonize the differences, and safeguard the future of the nations, the congress of Versailles bids fair to be, in personnel, little more than a ghastly joke.

And what, down to the present time, is the situation with which the conference will go through the forms of dealing? At bottom, the character of that situation is determined by the secret Treaty of London, concluded in 1915 between Great Britain, France, Italy and Russia, and still accepted as binding by the first three of those Powers notwithstanding that Russia has withdrawn. Of all the known diplomatic agreements which underlie the war, the Treaty of London is the most reprehensible. Not only did Italy, by that treaty, bargain for the reward, in money and territory, which it should receive in return for its entrance into the war on the

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 13, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium. Balloting for officers for the ensuing term was proceeded with.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Jan. 6, 1919.
No meeting. Shipping slow; men scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Jan. 6, 1919.
Shipping fair.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 6, 1919.
No meeting. Shipping and prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 6, 1919
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 6, 1919.
Shipping slack.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Jan. 6, 1919.
Shipping medium; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Jan. 6, 1919.
Shipping fair.
HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Dec. 30, 1918.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 11, 1919.
The regular meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair. The following were elected as officers: Eugene Steidle, Secretary; Ed. Andersen, Treasurer; T. McGlinchey, 1st Patrolman; E. F. Burke, 2nd Patrolman; Geo. Bannister, Janitor; Seattle Agent, L. Norkgauer; Seattle Patrolman, Geo. Brown; San Pedro Agent, Joe Mack.
E. F., Sec'ty Pro Tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 2, 1919.
Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 2, 1919.
Shipping fair.
HARRY POTHOFF, Agent.
Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66W.

DIED.

Adriaan De Zomer, No. 1006, a native of Holland, aged 29. Died in the wreck of S. S. "Loomis," Dec., 1918.

Frank Johnson, No. 555, a native of Holland, aged 51. Died at San Francisco, Cal., Jan. 10, 1919.

Johannes Olai Jonassen, No. 1915, a native of Norway, aged 46. Died at San Francisco, Cal., Jan. 11, 1919.

Carl W Lundberg, No. 1942, a native of Sweden, age 40. Died at Callao, Chile, Dec. 26, 1918.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Lausanne, Switzerland, rather than Paris, is to be the place of meeting of the world-wide conference of labor and Socialist organizations. French and British government officials have—despite the denial of knowledge of that fact at our State Department and at the office of the American Federation of Labor here last week—refused to permit the holding of the "congress of the peoples" upon allied soil because delegates from German and Austrian working class organizations are to take part. So much is now clear. The British Labor Party and the representatives of the British Trade Union Congress, as well as the French and Italian labor spokesmen and Socialist parliamentary leaders, are going to Lausanne. There, too, are to gather the labor spokesmen and radical democratic leaders of the neutral nations, of the smaller allied countries, or Soviet Russia and of the new nations that have come up out of the ruins of Middle Europe.

When Secretary Morrison was asked, some weeks ago, as to whether the call which the American Federation of Labor is to send out for a world congress of labor at Paris, to continue during the Peace Conference, would include Germany and Austria, he said he understood that the Germans and Austrians would be asked to send delegates. Inquiry at the office of President Gompers to-day upon that point brought the reply that "That point cannot be discussed." Inasmuch as the State Department has hitherto been inclined to disapprove any gathering which should include delegates from the late enemy countries, it may be that when Mr. Gompers issues his call it will go only to allied and neutral labor organizations.

Mr. Gompers and his four associates in the American labor delegation chosen by and from the Executive Council of the American Federation of Labor will sail on Wednesday for France. Before they go, Mr. Gompers is to take part with the National Civic Federation in a meeting at which he will discuss his policy toward the industrial-democratic movement which is sweeping over Europe, America, Australia and South Africa.

So far as intimated here, the American delegation will not make any advance toward the Lausanne conference, the whole tone of which will be set by the British, French, Italian and Russian labor and Socialist programs. At Lausanne the delegates will meet to plan and establish a new International of Labor, which shall have as its first business the rallying of the working classes of Europe to demand an immediate League of Nations which shall abolish national armaments and shall do away with commercial imperialism. They will probably pledge a world-wide League of Labor to establish true democracy—not merely in politics but in industry and in the distribution of the products of human toil.

The conference which Mr. Gompers will call in Paris is for quite a different purpose, of course. It is to attempt to bring about a federation of the labor federations of the various countries. But as the most powerful labor bodies among the French and Italians, thus far, have declared that they will join in no such movement, and as the British labor movement is generally out of harmony with the present policies of the American Federation of Labor, no surprise need be occasioned if the plan does not meet with an enthusiastic reception. There is no fear that the meetings which the American delegation may hold in Paris will witness such disorders as took place at Mr. Gompers' meetings in Italy some months ago, but there is danger that because of the importance of the issues to be discussed at Lausanne the attendance at the Paris meeting may be small.

To put the matter in a nutshell, Mr. Gompers is preaching against Bolshevism and Socialism, and according to a leading article by his editorial assistant, Chester M. Wright, in the American Federationist, he finds no particular difference between the two. Socialists, if not Bolshevists, are the leaders and a huge majority of the rank and file of the labor movement and the revolutionary political movement of Europe. They disagree, fundamentally, with the venerable head of the American Federation of Labor.

While these rival congresses of labor are being arranged across the Atlantic, here at home the first unofficial convention of the American labor movement, called for a strictly labor purpose, is to be held in Chicago on January 14—the national Mooney protest convention. Chicago is the place especially suitable for such a meeting, since it is the industrial capital of the United States, the birthplace of the new Labor Party, the scene of many of the most flagrant of the judicial crimes against labor that have stimulated and built up the organized labor movement.

Frank P. Walsh, once more an attorney for wage workers rather than an official of the Government, is to take part in the convention. From New York are coming nearly 300 delegates; from Boston and Philadelphia and San Francisco and Seattle, from Denver and St. Paul and Dallas and Birmingham are coming the other hundreds that will make this a historical assemblage. Somebody has suggested that this convention will be, in effect, a Constituent Assembly of American labor, even though it is called for the one purpose of getting a fair trial for Mooney and Billings.

It is not conceivable that the delegates can proceed far without referring to the contrast between the frame-up of Tom Mooney by the District Attorney's office and the Chamber of Commerce in San Francisco, and the release by Federal Judge Morrow of the copper trust outlaws at Bisbee who kidnaped more than 1100 working men and violated the Draft Act a hundred times when they ran these victims out of Arizona. We may expect that the convention will try to establish some sort of protection for wage workers in this country—both against shotgun kidnapers and perjuring prosecutors. Something will be said about the incident at McKeesport, Pa., where the mayor and council have forbidden all trade union meetings, on the pretense that they are "dangerous."

Charles M. Schwab, who is the head of the Bethlehem Steel Company, where 10,000 union men are gradually being "fired" on various hypocritical pretenses, has been saying that employers must recognize the right of workers to "collective bargaining," unless the employers want to get into trouble with labor. Schwab has gone to France, while trouble brews at Bethlehem. His army of employes grows rebellious, and some echoes of its fierce resentment may be heard at Chicago, where freedom of speech is not yet lost.

The Independent Labor Party of Illinois, in its platform, demands under Point 11: "Complete restoration, at the earliest possible moment, of all fundamental political rights—free speech, free press, and free assemblage; the removal of all war-time restraints upon the interchange of ideas and the movement of people among communities and nations; and the liberation of all persons held in prison or indicted under charges due to their championship of the rights of labor or their patriotic insistence upon the rights guaranteed to them by the Constitution."

If this convention were delayed a while it might have material for resolutions in the attitude of Postmaster General Burleson toward the telephone employes, whose organization he seems to be trying to suppress. The International Brotherhood of Electrical Workers, with whom the telephone operators' union is nationally affiliated, is not under direct fire from Burleson. It has agreements with the telephone companies, covering the linemen and repair men. But Burleson refuses to permit the companies to make wage agreements with the telephone operators—the women. He stands between the companies and the operators and declares that he will fix all the wages himself. The commission he appointed to advise him on the proposed increase of wages in the telephone service included one spokesman of the workers, one of the Department, and four spokesmen of the companies—according to officials of the I. B. E. W. When the telephone girls struck for the right to deal with the company, Burleson answered their return by locking them out.

Denver trade unionists are organizing the telephone operators in that city. They will hear from Burleson, no doubt.

However, Burleson may himself be hauled upon the carpet, before many days, by a committee of the Senate. Some of the Republicans want to question him on some of his autocratic methods of handling public business. A resolution calling for an inquiry is pending.

Two French war dogs, which well deserve the honor, have had their names and numbers posted up at all the French Army kennels for a deed of valor. The story is that at the time of the German offensive the dogs' keeper stayed in the rear to the very last moment, waiting for his dogs to return with an important message. When they did come the only way left to escape capture was by swimming the Marne, and the man could not swim. So he coupled the dogs together, and, clinging on to their iron chain, was dragged across the river by them, the three escaping unhurt in spite of a rain of bullets from German rifles.

The piece-work system is easily understood. The worker who is paid by the piece receives only a piece of the sum actually earned.

A "FIVE TO FOUR" DECISION.

(Continued from Page 2.)

be granted any such vessel unless the provisions of this section have been complied with."

The quotation is but a part of Section 11.* It is preceded by the explicit declaration that it is "unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same or to pay such advance wages." There is no limitation of place or circumstances and the universality of the declaration is given emphasis and any implication of exception is precluded with tautological care by the provision that "the payment of such advance wages or allotment shall in no case except as herein provided absolve the vessel or the master or the owner thereof from the full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages." To qualify these provisions or not to take them for what they say, would, in our opinion, ascribe to the act an unusual improvidence of expression. And section 4 should be considered in connection. It is hence important that we give it in full. And it may be said that it is an amendment to section 4530 R. S. It is as follows:

"Sec. 4530. Every seaman on a vessel of the United States shall be entitled to receive and demand from the master of the vessel to which he belongs one-half part of the wages which he shall have then earned at every port where such vessel, after the voyage has been commenced, shall load or deliver cargo before the voyage is ended and all stipulations in the contract to the contrary shall be void. Provided, Such a demand shall not be made before the expiration of nor oftener than once in five days. Any failure on the part of the master to comply with this demand shall release the seaman from his contract and he shall be entitled to full payment of wages earned. And when the voyage is ended every such seaman shall be entitled to the remainder of the wages which shall then be due him, as provided in section forty-five hundred and twenty-nine of the Revised Statutes: . . . And provided further, That this section shall apply to seamen on foreign vessels while in harbors of the United States, and the courts of the United States shall be open to such seamen for its enforcement."

This section and the others we have quoted express something more than particular relations of ship and seaman, they express the policy of the United States which no private conventions, no matter where their locality of execution, can be adduced to contravene. The "Kensington," 183 U. S., 263; United States v. Chavez, 228 U. S., 525; United States v. Freeman, 239 U. S., 117. Nor are we called upon to assign the genesis of the policy or trace the evolution of its remedy to the act in controversy; and besides it has been done eleswhere. It is enough to say that the act itself demonstrates that it is intended as a means in the development of the merchant marine and it hardly needs to be added, to quote counsel for the Government, "that the welfare of the seaman is remarkably interrelated with that of the merchant marine." This certainly was the conception of Congress and answers the contentions based on contrary opinion and deductions. It is manifest also from the title of the act, which declares its purpose to be "to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion, and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea." Its efficacy as a means or the policy of the means is not submitted to our judgment. Ours is the simple service of interpretation, and there is no reason to hesitate in its exercise because of supposed consequences. The policy of the act was so insistent that Congress did not hesitate to abrogate opposing treaties. Certainly, therefore, we cannot give a controlling force to the suggestion that to construe the acts as the ship construes it and others, supporting the ship, construe it, is to "impose our conception of the rights of seamen upon the whole world in violation of the comity of nations." The reply is immediate: It was for Congress to estimate this and other results and to consider how far they were counterpoised or overcome by other considerations. If the section was ambiguous the asserted results might be invoked to resolve its meaning; but we do not think it is ambiguous.

It must be conceded, indeed, it is conceded, that the words of the sections are grammatically broad enough to include all seamen, foreign as well as American, and advances and contracts, wherever made, and to the contention that Congress had in mind and was only solicitous for American seamen, the answer is again immediate: The contention would take us from the certainty of language to the uncertainties of construction dependent upon the conjecture of consequences; take us from the deck to the sea, if we may use a metaphor suggested by our subject. Language is the safer guide, for it may be defined; consequences brought forward to modify its meaning may be in fact and effect disputed—foreseen, it may be, and accepted as necessary to the achievement of the purpose of the law. And the purpose is resolute, has been maintained for many years with increasing care, and the ship, being in the waters of the United States, not the nationality of the seamen, selected as its test. And lest there might be impediment in treaties, they are declared, so far as they impede, to be abrogated.

But authority may be adduced against the contentions. In Patterson v. Bark "Eudora," supra, the Seamen's Act came under consideration, and it was contended, as it is contended now, that the title determined against the body of the act and that therefore the act did not apply to foreign vessels notwithstanding its explicit words. The contention was declared untenable and the reasoning of the Court exhausts discussion on that and the other contentions as to the purpose and power of Congress. Of the first it was said that it was to protect sailors against certain wrongs practiced upon them, one of the most common being the advancement of wages; of the second it was said, quoting Chief Justice Marshall: "The jurisdiction of the Nation within its own territory is necessarily exclusive and absolute; it is susceptible of no limitation not imposed by itself." The Exchange, 7 Cranch., 116. The nationality of the seamen does not appear, but the vessel was foreign, and the application of the statute to the latter constituted the ground of controversy.

Of course, the language of an act, though universal, may find limitation in the jurisdiction of the legislature; but certainly a ship within the harbors of the United States is within the jurisdiction of the United States, and making its exercise "apply to seamen on foreign vessels," and "the courts of the United States . . . open to such seamen for its enforcement" was the judgment of Congress of the way to promote its purpose.

These considerations, we think, answer as well other contentions that is, that the act "should be construed as applicable only to seamen shipping in an American port on vessels which remain for a time in or afterwards return to an American port to load or deliver cargo" or "to seamen of American nationality upon foreign or domestic vessels, irrespective of the port of shipment."

It is enough to say of the contentions, in addition to what has been said, that they impose on the statute qualifications and limitations precluded by its words and the purpose they express. There is a great deal said, and ably said, upon these contentions and the more pretentious one that the act would violate the Constitution of the United States unless so "construed as not to apply to foreign seamen shipped on a foreign vessel in a foreign port, under a contract, valid where made . . ."

We cannot concede the qualification nor doubt the power of Congress to impose conditions upon foreign vessels entering or remaining in the harbors of the United States. And we think that the case of the "Eudora" declares the ground of decision. Its principle is broader than its instance and makes the vessel and its locality in the waters of the United States the test of the application of the act and not the nationality of the seamen nor their place of shipment, nor contravening conventions, and precludes deductions of advances.

Nor is there obstacle in the penal provisions of the act. They may be distributively applied and such application has many examples in legislation. It is justified by the rule of reddendo singula singulis. By its words and provisions are referred to their appropriate objects, resolving confusion and accomplishing the intent of the law against, it may be, a strict grammatical construction. United States v. Simms, 1 Cranch., 252; Comm. v. Barber, 143 Mass., 560; Quinn v. Lowell Electric Light Co., 140 Mass., 106. The Seamen's Act especially invokes the application of the rule. The act applies to foreign vessels as explicitly and as circumstantially as it does to domestic vessels. Let the foreign vessel be in the waters of the United States and every provision of the act applies to it as far as it can apply. In other words, it gives the right to a seaman on a foreign vessel to demand from the master one-half part of the wages which he shall have earned at every port and makes void all stipulations to the contrary. And the remedy of the seaman in such case is made explicit. If his demand be refused ("failure on the part of the master to comply" are the words of the act) the seaman is released from his contract and he is entitled to the full payment of wages earned. And he is given a remedy in the courts of the United States. The defense of an advance payment is precluded and clearance of the foreign vessel is forbidden. And thus the act has completeness of right and remedy and, we think, precludes judicial limitation of either. Its provisions are simple and direct, there is no confusion in their command, no difficulty in their obedience. Of course, a "master, owner, consignee or agent of" any foreign vessel, to quote the words of the act again, cannot violate any provision of it if he be not in the United States. If there be provisions that cannot reach him, that with which this case is concerned can reach him.

We are, therefore, of opinion that the District Court was right in refusing to allow the Liverpool advances and the Circuit Court of Appeals was wrong in reversing the ruling.

A true copy.

Test:

Clerk Supreme Court, U. S.

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* Section 11 was an amendment of section 24 of the Act of December 21, 1898, and section 24 was an amendment of section 10 of the laws of 1884 as amended in 1886, and, as it now stands as far as pertinent, is as follows:

"Section 10 (a) That it shall be, and is hereby, made unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to pay such advance wages, or to make any order, or note, or other evidence of indebtedness therefor to any other person, or to pay any person, for the shipment of seamen when payment is deducted or to be deducted from a seaman's wages. Any person violating any of the foregoing provisions of this section shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than $25 nor more than $100, and may also be imprisoned for a period of not exceeding six months, at the discretion of the Court. The payment of such advance wages or allotment shall in no case except as herein provided absolve the vessel or the master or the owner thereof from the full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages. If any person shall demand or receive, either directly or indirectly, from any seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall for every such offense be deemed guilty of a misdemeanor and shall be imprisoned not more than six months or fined not more than $500."

Expressing his belief that his son, John, came to his death through the neglect of the officers of the Mercantile Marine Training Ship "Iris," John T. Kempf of Oakland, Cal., said he started an investigation in order that other youths may not meet with a like fate hereafter. "They can do nothing for my boy," said Kempf, "but a thorough investigation by Government officials may make it impossible for the carelessness and neglect which, I believe, led directly to the death of my son." Young Kempf, aged 21, was a student sailor and was put in the ship's brig December 15 for a minor infraction of the rules, staying there three or four days despite his continuous complaints that he was ill. The youth's condition was serious when the vessel docked December 21, and he was taken to the Marine Hospital, where he died of influenza five days after arrival. The boy told of his treatment to the father before his death. "I do not wish to criticise the Training Service until the matter is over with. I have great faith in it, and I believe that the Government officials will see that justice is given."

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER

(Continued from Page 3.)

the American people, without regard to their station in life, to see to it, to supervise, to be vigilant, lest around the peace table there are purloined from us, right under our very noses, many of the liberties and the freedom of our people.

"The treaty made by the United States with any other country or group of countries, that treaty being ratified by the Senate of the United States, becomes the supreme law of the land, and any law upon the statute books that is in conflict with the terms of that treaty becomes inoperative and ineffective and nil. We don't want to have made in vain all the sacrifice of our boys. We don't want to have that flesh of our flesh and blood of our blood given, and all the treasure given, and all the sacrifice made, in vain, and to have to make the fight all over again for the American people in their homes. While our boys were fighting and our men and women were working here to maintain freedom and democracy abroad, we ought to be alert now to see to it that we are not going to lose our liberty and democracy at home.

"I am impressed particularly with the appeal to the conscience, to the judgment, to the ideals, to the Americanism of our people for united action. You cannot get freedom, nor practice freedom, on empty stomachs. The hungry men may engage in a riot, may engage in a revolt, but their course is never of a constructive character. Hungry stomachs do not make reasoning brains. It is necessary to maintain the standards of life of the American working people that they may have sound bodies, and the opportunity for reasonable thinking, with aspirations of such a character they will build up the institutions of this republic. Enlightened discontent, the higher and better aspirations of the masses of the people furnish the greatest impetus to progress and civilization. The discontent of hungry people leads to nowhere except chaos, confusion and reaction.

"During the early months of the war, a phrase was applied to the industrial conditions then in the course of development. It was this: 'During this period, don't rock the boat.' I want to apply that same phrase to the present situation. There are too many circumstances and conditions of turbulent waves of an unruly sea to attempt to rock the boat now."

Precedent Doesn't Appeal.

In a speech in London, England, President Wilson announced that he does not consider precedent as binding.

Previous speakers had referred to the President's visit here as a precedent breaker. To this the President replied:

"And, after all, the breaking of precedents, though this may sound strange doctrine in England, is the most sensible things to do. The harness of precedent is sometimes a very sad and harassing trammel."

In another portion of his speech the President indicated that he has a grasp on the forces that urge men out of the beaten paths in their efforts to improve conditions. He said:

"I am perfectly aware that I have in me all the insurgent elements of the human race. I am sometimes, by reason of long Scotch tradition, able to keep these instincts in restraint."

Just a Hog Wallow.

"Dirty, nasty, foul and fearsome, Hog Island has been whitewashed until it looks almost clean," says the Madison (Wis.) Capital City Times. "So now those eminently respectable men who made millions of dollars but failed to make a single seaworthy ship before the war was over are restored to front pews in their endowed churches.

"Hog Island was just a hog wallow. It had been for sale for $800,000 with no buyer before the war. Came then patriots for profit from New York and promised boats in countless numbers. They just wanted a little from the Government for their "know-how" which was much less than nothing at all. But the Government fell for these men of high financial standing in Wall Street and gave them right of way. The first thing they did was to hold the Government up for $1,800,000 on the "hog wallow." Then they estimated they would need $21,000,000 to pave the way to build ships. They spent the twenty-one millions and forty-one millions on top of that. But they did it all under the advice of their regularly retained lawyers and they committed no crime. They skinned Uncle Sam legally which you know is perfectly proper according to the best Christian ethics of Wall Street. And having done it legally the committee of investigation has applied the whitewash and there you are."

THE BRITISH ELECTIONS.

According to reports, so far received, British Labor circles profess considerable satisfaction with the result of the elections on the ground that Labor has secured nearly one-quarter of the total votes polled on a vote which is barely 50 per cent. of the electorate, and that the party has nearly doubled its number of parliamentary representatives. The defeat of so many old and experienced Labor leaders is, however, acknowledged as serious, and the leader of the Labor group in the new House of Commons has yet to be decided upon, and the matter will probably be dealt with at an important sitting of the Labor Party executive to be held shortly.

Complete returns from the elections for the new House of Commons give the following results:

Coalition.	
Coalition Unionists	334
Coalition Liberals	127
Coalition Labor	10
Total coalitionists	471
Other Parties.	
Unionists	46
Asquith Liberals	37
Labor	65
National Party	2
Socialist	1
Irish Nationalists	7
Sinn Feiners	73
Independents	5
Total of other parties	236
Coalition majority	235
Coalition majority with 46 Unionists	327
Grand Total	707

All coalitionists, with the Unionists and the National Party, may be regarded roughly as supporting Lloyd George. The only opposition will be formed by the Asquithian Liberals, Laborites, and Independents.

It is authoritatively stated that the defeat of Mr. Arthur Henderson and others does not mean their withdrawal from public life. Many will continue their work as journalists and propagandists as before, while Mr. Henderson will continue his at the Labor Party headquarters, the secretaryship of the party now being a permanent conference appointment.

As to those Labor members who have been returned, C. W. Bowerman, secretary of the Trade Union Congress, predicts that one result of the election will be to clear the air, so far as the Labor Party is concerned, all men who failed actively to support the energetic prosecution of the war having gone under. Mr. Henderson's defeat, however, he attributed to misrepresentations of his real position. Labor, he anticipates, will be sufficiently strong in the new House of Commons to exercise a wide influence on the social legislation the Coalition Government is bound to introduce, and he sees no reason, he declares, why Labor members of all shades should not unite.

In this connection, he declares that the Labor Party's action in calling upon those members who had taken office to resign, was a great mistake, and he, for his part, declines to rule out any man who is prepared to support the full Labor program.

Mr. G. J. Wardle, parliamentary secretary to the Board of Trade, has expressed similar views, declaring that there are great possibilities in the present situation, if a real attempt is made to unite all sections which may be legitimately described as "Labor."

Meanwhile, J. H. Thomas, addressing his supporters at Derby after the declaration of the poll, said the fact that 90 per cent. of the soldiers who voted, voted for him, must be regarded as instruction to see that justice was done to the men who had done the fighting, and he could be relied on not to betray that trust, and to see that what had been secured by such sacrifice was made permanent at the Peace Conference, that war was made impossible in future, that conscription was abolished, and that the nation as a whole was helped to become worthy of the sacrifice made on its behalf. They were sitting, he continued, on the safety valve. The Central Empires were in the throes of revolution, and there were those who talked glibly of a similar development in this country. He wanted no such thing, believing the people could obtain what they desired by intelligent exercise of that power through their recognized political institutions. He was going back to Parliament, he added, not as an anti-government member, but as a watchdog for the common people.

Gradgrind himself shines as a sentimentalist in comparison with the Southerner who insists that the children should be put in the factory instead of in the school.

Overtime and piece-work are the twin devices by which individual greed is used to degrade the mass.

The employer of child labor is a homicide on the wholesale.

"BOLSHEVISM."

All who object to any change, including all who have profited by some special privilege or opportunity, of which there is not enough to go 'round, must be deeply grateful to Lenine and Trotsky for having introduced or given world currency to this new word, used by them to hide their meaning and to express their objection to social justice—"Bolshevism." The least thoughtful, even, must realize that every established government in the world feels itself liable for a breach of promise action brought by its people for failure to represent the people as a whole and for too great tenderness to the few who possess most of the wealth and property of every large country, on all of the six continents. The words "socialism," "anarchy," "communism," commonly hurled by those who have, aganst those who have not—because the chance to have has been snatched away from them—had become a little stale. It was indeed a relief to find a new epithet of hatred and disgust to apply to people who refuse to adopt the motto, "Whatever is, is best." We regard bolshevism as a scourge; but realize that bolshevism has never lifted its head to secure results or make trouble except in countries where injustice has long prevailed; where legislative bodies and governmental executives and administrators have been venial, corrupt and incompetent. When legislators and governmental executives in our country express their fear that a wave of bolshevism will sweep our country, we cannot escape the logical conclusion that "conscience doth still make cowards of us all"; that they have failed to live up to their own several duties and responsibilities. Bolshevism, as such, cannot be cured, because it is only a result. It is a disease bred by injustice, fostered by oppression, and brought to fruition in desperation. It is a dangerous effect germ, because it so fully distracts people's minds from its causes. America is summoned to exterminate causes which, if left to continue, would inevitably produce bolshevism here. To exterminate the causes is a prime purpose of America's program of domestic and international reconstruction.—The Farmers Open Forum.

ALASKA REINDEER MEAT.

Sixty tons of dressed reindeer meat was recently marketed in the States. This meat is quite tender and, although it has the taste of wild game, it is as good as beef. The reindeer weighs, on an average, about 150 pounds, dressed. Mr. Carl Albertson of Nome estimates that there are over 100,000 reindeer in Alaska and that herds aggregating 18,000 have been purchased and will be marketed.

The Government imports reindeer from Siberia. Of the large herds now in the Territory, some 2000 are owned by natives, representing a money value of approximately $1,600,000.

The reindeer live on lichens which would otherwise be valueless, and there are no expenses attached to their maintenance beyond the labor of herding and the cost of sheltering and butchering.

Demand the union label upon all purchases!

SECRET DIPLOMACY.

(Continued from Page 7.)

side of the Allies, but the Allied Powers themselves, champions of the rights of peoples and of the sanctity of international agreements, secretly consented that Italy should satisfy its lust for territory at the expense, not alone of Austria, but of friendly states. If it is the disgrace of the then Governments of Great Britain and France that they should have plotted in secret for the ultimate parcelling of territory which did not belong to them, it is the deeper shame of Italy that it put a price upon its support and stayed out of the war until the price was guaranteed. Yet the secret Treaty of London is still in force. Mr. Balfour has recently declared its observance to be an honorable obligation of the British Government, while Italy not only proposes to stand for it to the letter, but is already proceeding with the occupation of the Slav territories which the treaty promised. Mr. Wilson, who is reported to have discussed the question with Premier Orlando and Baron Sonnino, appears not to have been able to shake the determination of the Italian Government to have its pound of flesh.

The secret understandings which Lord Northcliffe denounces, however, go further. Already the cable dispatches have told us that the three Governments which were parties to the secret Treaty of London have been in secret conference, and have reached an agreement upon the main lines of policy which they will support at the peace conference. What does this mean? The answer may be read by any one who will scan the list of some of the chief problems which the peace settlement involves. The Jugo-Slavs, whose national independence the United States and the Allies have recognized, but who now find themselves the victims of Italian aggression, will have to accept a compromise; for Italy is an important factor in the Allied plans for the Mediterranean, and must not be offended. The Czecho-Slovaks, whose national independence has also been recognized, will likewise have to accept the decision which will eventually be announced and which perhaps has already been secretly arrived at. The immediate fate of Russia, which desires neither indemnities nor annexations, is perhaps at this moment being decided in secret pourparlers in which no representative of the Russian people is allowed to participate. So with Germany, and Austria, and Rumania, and Greece, and the German colonies, and Turkey, and all the rest; so also with indemnities, and military occupation, and the German fleet, and the economic war.

There is only one course that can save Mr. Wilson and his policies. That is to insist upon the immediate abandonment and repudiation of the Treaty of London and the whole baneful structure of secret negotiations and private understandings; and, failing that, to appeal to the peoples against their Governments. Unless this is done, the peoples who now look to Mr. Wilson will before long look to themselves.—The New York "Nation."

H. F. Alexander, president of the Pacific Steamship Company, has been appointed a member of a committee of five shipping men that will meet in Washington during this week to advise with the Shipping Board concerning the future policy of the American Merchant Marine. Alexander was in San Francisco last week as the guest of D. C. Jackling. He disclosed the fact that Jackling has for six years had an interest in the Admiral Line, now the Pacific Steamship Company. "Among the questions that will arise in Washington is that of the allotment of Shipping Board vessels to the Pacific and Atlantic coasts," Alexander said at the Hotel St. Francis. "I am going to see that the west coast gets its share, and of that share San Francisco will get a considerable part. The conference of steamship men has been called because it is known that France and England already have determined their future policies and the United States must formulate its plans. I am not in favor of Government ownership of shipping, for that would place the Government itself in actual, direct competition with other nations."

Officials of the Marconi Wireless Company at San Francisco expect to be notified shortly that permission has been granted to reopen the big plants of the company at Bolinas Bay and Marshall for commercial business. In anticipation of this, the receiving station at Marshall and the sending plant at Bolinas have been put in complete readiness to enter into service at a moment's notice. The resumption of business will result, it is believed, in the elimination of the congestion of the present business and it will again be possible for the commercial firms to obtain faster service. As an indication of the present congestion of business, Ben Dailey, manager of the Overseas Shipping Company, announced that a message filed at Shanghai, giving notice of the arrival there of the motor-ship "Alabama," was received here three days later. The Bolinas and Marshall plants will be utilized only for messages between this city, Honolulu and the Orient. Shipping men are anxious to learn that the Government has decided to permit the resumption of the service by private ownership and expect that their business of shipping will be greatly facilitated when this happens.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Every indication points to the labor unions as the leaders in the movement for having the Government retain the railroads. Members of the House Interstate Commerce Committee at Washington are receiving Government ownership petitions daily from unions throughout the country.

Miss Julia Lathrop, chief of the Children's Bureau, and Miss Grace Abbott, director of the Child Labor Division of the Department of Labor, have gone abroad to study the protective measures that have been undertaken for child labor in England, France and Italy with a view to inviting experts to a conference to be held in this country.

President Bryan, of the United Leather Workers' International Union, warns members of that organization that the millennium is not just over the hill, even though the Kaiser has been defeated. "A victory for industrial democracy would bestow greater benefits than all other victories combined," writes the trade unionist in the Leather Workers' Journal. "While democracy in government is a step in the right direction," he said, "it is only a step in the direction of true democracy; no peoples are free where the many are dependent upon the few for their daily bread; industry should bring its own reward for its face value, not a limited reward to the degree some autocrat might in charity feel disposed to distribute as a wage to those who produce all."

Postmaster General Burleson reaffirms his hostility to the postal employes' organization in his report to Congress. His last year's report is as follows: "The conduct of these organizations at this time is incompatible with the principles of civil service and with good administration of the postal service. They are fast becoming a menace to public welfare, and should no longer be tolerated or condoned. It is earnestly recommended that the provision in the act of August 24, 1918 (giving employes the right to petition Congress and to affiliate with the A. F. of L.), be repealed." There is no reason to anticipate that Congress will give heed to the demand of the Postmaster General that the postal employes shall be deprived of their statutory right of associating together for their mutual betterment.

No more permits for the importation of Mexican and West Indian labor will be granted and permits already granted will be void after January 15. Aliens permitted previously to enter temporarily for war work will be returned gradually. Porto Ricans are not classified as war emergency labor. The immigration law does not apply to them, and there are other reasons than war emergencies involved in their admission. No change of policy is made with respect to them. Mexican farm laborers already in this country may remain for the present crop season, the date of their return to be hereafter determined. The Department of Labor aims to bring about a total abrogation of war emergency labor permits, but feels that as to such for whose admission permission has been given this must be achieved gradually, and sufficient notice given so that no just cause for complaint may arise

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Gran, A. -1116
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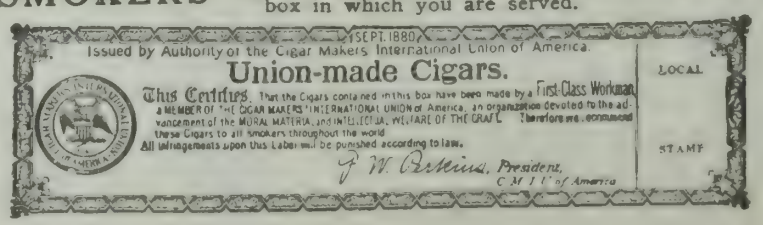

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Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

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INFORMATION WANTED.

Members of the crew of the SS. "Brazos," which salvaged the SS. 'Iroquois," about March, 1918, should file, as soon as possible, with me, their claim for their share of the salvage money, or communicate with me at once, as I have noticed the case for trial, and confidently anticipate a verdict in the favor of seamen, for a considerable amount.

ISIDORE A. RABINOW,
Attorney for Seamen,
277 Broadway, Room 401,
New York City.
1-8-19

Members of the crew of the steam schooner "Florence Olsen" who signed articles at New York on September 15, 1918, for a voyage to Central America and return, and who were on board said schooner at the time she salved the steam schooner "Claremont" near the Tucker Islands, off the coast of Nicaragua, on October 31, 1918, and towed her into Christobal, will kindly communicate with Silas B. Axtell, 1 Broadway, New York City. 12-25-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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Harding, Ellis	Ruisgaard, Soren
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INFORMATION WANTED.

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Home News

The Farmers' Union of North Carolina, with a membership of 17,000, has taken a firm stand in support of equal suffrage.

It is reported that the idea of retaining and expanding the State Constabulary was found to be a not unwelcome one at the recent Governors' Conference held at Annapolis.

Major Willard D. Straight, publicist and man of affairs, who recently died in Paris, provided in his will a fund of $300,000 to be used by the New Republic, a New York weekly.

The United States Postal Department showed a surplus of $19,979,798 for the year ending June 30, 1918. That ends another of the stock arguments against public ownership. One by one Uncle Sam is knocking them out.

Senator Kenyon of Iowa defended the passage of the luxury tax amendment in the following manner: "You don't want to send word out to the country that this bill is being framed to protect big business and those who took big profits out of the war." And Senator Johnson of California hurled his criticism upon the Senate Finance Committee for waiting until this late hour to levy the 80 per cent. war profits tax.

Former President Roosevelt, aged 60, died at his home at Oyster Bay, N. Y., on January 6. His estate is understood to amount to not more than $500,000. His will provides that the entire estate, except the family silver and plate, shall be held in trust for the widow during her life, and gives her power to dispose of it by will as she sees fit. In the event she leaves no will, the estate is to be divided in equal parts among the children.

Retail prices of food for the United States increased 1 per cent. from October 15 to November 15, and 18 per cent. in the year from November, 1917, to November, 1918, according to reports received from retail dealers by the United States Bureau of Labor Statistics. In the year ended November, 1918, pork chops advanced 26 per cent., roast rib and sirloin steaks 28 per cent., round steak, chuck steak and plate beef 30 per cent., while in the month ended November 15 pork chops decreased in price 5 per cent., chuck roast 2 per cent., sirloin steak, round steak, rib roast and plate beef, 1 per cent. each.

At a hearing before the House Interstate Commerce Committee Chairman Colver of the Federal Trade Commission declared against Government ownership of the meat industry. "The Commission never suggested that the Government take over the packing plants and the Commission does not do so now," he said. While the Commission does not favor Uncle Sam going into the meat industry, it does insist that control of terminals, refrigerator cars and other facilities by the so-called "big five" packers give them an advantage over competitors. These packers are Swift, Armour, Morris, Cudahy and Wilson, and have been the subject of searching investigations by the Commission, which has made public the interlocking interests possessed by these establishments.

Domestic and Naval

The United States Shipping Board has fixed $700,000 in lots of one to four as the price of each of the 3500-ton wood ships which it now desires to sell to private owners. Where the vessels are bought in lots of five to twenty, a price of $675,000 each will be made, and where the ships are bought in lots of more than twenty, the price is $650,000 each.

The British steamship "Kerry Range" 5856 tons gross, 3798 net, built at Newcastle in 1916, is reported sold to the Nafra Company, Incorporated, New York, for about $1,250,000. This steamer, while owned by Furness, Withy & Co., Limited, was badly damaged by fire at Baltimore early this year and sold to the Canada Steamship Lines, Ltd., who have now disposed of her.

Provision for employment by the State Department of twenty-five new consuls and 150 vice-consuls has been written into the 1920 diplomatic appropriation bill by the House Foreign Affairs Committee. This is in furtherance of the plan of after-the-war extension of American commerce. An appropriation of $3,000,000 for purchase of embassies in foreign countries also was approved by the committee.

Secretary Daniels and the Naval Department generally, are urging the passage of a bill now pending in Congress providing for the permanent public ownership of all commercial shore radio stations. The Navy already owns 53 or all but 16 of these stations. The passage of this bill will increase the number of publicly owned stations from 53 to 111 and will give the Government practically full control of the radio service in the United States.

Thirty-six of the Government's wooden steamers have been chartered for operation on the Atlantic, according to officials of the Shipping Board. None of these vessels have been placed among private operators on the Pacific Coast and it is not expected that a single bottom will be farmed out here. Owing to the construction of the vessels, their operation here is not possible, local men say. None have been designed to carry lumber and all of the runs on this coast are too long to permit of profitable operation. On the Atlantic there are numerous short runs, and as long as the rates are high, the wooden ship can be used there to good advantage.

A British admiralty order warns people against the sinking of mines by rifle fire near the coasts. Only when danger to property is threatened should mines be sunk in close vicinity to the shore. Sunk in this way, the mines are liable to remain as an underwater danger close to the foreshore. The issue of this order should serve as a reminder that there are still thousands of mines at large, and that the task of clearing the seas will prove no light one. For years to come the mine risk is one which merchants and shipowners will do well to insure against. From the marine underwriter's point of view the presence of mines on the ocean highways of the world which have escaped the attention of the mine sweepers will tend to create doubt as to the fate of missing vessels and controversies on this source can not fail to arise in the future.

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Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Torvik, S.
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INFORMATION WANTED.

In Re Argonaut vs. Jason: Members of the crew who have retained me are advised that the underwriters have given me positive assurance that they will be treated fairly in adjusting this salvage claim. That the delay is caused by their inability to ascertain who are the owners of the cargo and its value at the time delivered abroad and when the salvage was performed. There is no action that I can take that would hurry the matter. Said they are acting in good faith.

1-8-19

"Neurasthenia," said Mrs. Biggums to her cook, "I think we will have some chicken croquettes today out of that left-over pork and calves' liver." "Yes'm," said Neurasthenia, called Teeny for short. "An' we got a little bread dressin' what went wid the pork, mum. Shall I make some apple sauce out'n hit, mum?"—Richmond Times Dispatch.

"There's just one more condition," said the new maid. "The wages you offer to pay are satisfactory and the evenings you allow me to myself are all right, but something else must be understood." "And what's that?" "If I consent to come to live at your home you must agree to do all the work yourself."—Detroit Free Press.

"I'm surprised that you welcome me so warmly," said the seedy visitor. "Why?" asked the editor. "I must admit that I have a poem to show you." "I inferred as much, and that's why I welcomed you warmly. It might have been a plan to run the war."—Louisville Courier-Journal.

"Why don't you get out and hustle? Hard work never killed anybody," remarked the philosophical gentleman to whom Rastus applied for a little charity. "You're mistaken dar, boss," replied Rastus; "I'se lost fo' wives dat way."—People's Home Journal.

Counsel—Then you think he struck you with malice aforethought?

Witness (indignantly)—You can't nix me up like that. I've told you twice he hit me with a brick. There wasn't no mallets nor nothin' of the kind about it.—Shipping World.

"John," exclaimed the nervous woman, "I believe there is a burglar in the house." "I haven't time to fool with small fry," was the sleepy response. "I've spent the entire day fighting regular profiteers."—Washington Star.

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INFORMATION WANTED.

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

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INFORMATION WANTED.

Members of the crew of the S. S. "Macona," who signed Shipping Articles at New York about April 1st, 1917, are entitled to a share for salvaging the said ship when she was partly wrecked near Havre, France. Members of the crew of the said ship should file, with me, their claims for their share of the salvage money, which I am now trying to collect for other seamen.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the S. S. "St. Charles," which salvaged the S. S. "Tea" in 1917, who have not yet filed with me their claim for their share of the salvage money, should do so as soon as possible, as the case will come up for trial in a very short time.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the "Florence Olsen," who were on board the said steamship when she salvaged the "Claremont" on October 31, 1918, off the coast of Nicaragua and brought her to Cristobal, should file with me their claim for their share of the salvage money as soon as possible, as I am taking up on behalf of other members of the crew the collection of salvage money due them.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

News from Abroad

Bocas del Toro, the banana loading port of the Republic of Panama, is greatly excited over the discovery of oil in paying quantities on Columbus Island, in the Bay of Chirisui.

American forces operating in Siberia and Northern Russia total 12,941 officers and men, the War Department announced. In Siberia are 255 officers and 7267 men and in Northern Russia are 5419 men. The units in the Archangel region are the 339th Infantry, 1st Battalion of the 310th Engineers, the 337th Field Hospital and the 337th Ambulance Company.

It is announced that Raoul Villain, who assassinated Jean Juares, the French Socialist leader, on July 31, 1914, will be brought to trial soon. M. Juares was shot and killed by Villain while dining in a Paris restaurant. Villain was arrested soon afterwards and declared that he had shot the Socialist leader because Juares had betrayed France in leading the campaign against the three-year military law.

Giusippe Andriulli, of the General Federation of the Association of Italian Journalists, appeals to its president to approach the Premier and Cabinet concerning the abolition of the censorship, which it is complained is maintained for the protection of certain politicians. He urges that as a first step in this direction the telegraphic consorship should come to an end, telephonic communication with foreign countries be restored, and foreign newspapers freely admitted into Italy.

Establishment of a permanent international court to adjust employment conditions as part of the league of nations has been considered by the British cabinet. "The war cabinet is considering a proposal to ask the peace delegates to appoint a commission for investigation of the question of international adjustment of conditions of employment," said the London Express. "A plan is expected to be submitted for establishment of an international court to secure joint action on such matters. It is certain the suggestion will be adopted, and it is certain such an organization would grow out of the peace conference as part of the league of nations. France cordially sympathizes with labor's demands that it be represented in the negotiations, and it is likely that several employers and workmen will go to the conference."

A semi-official communication from London states that the British War Cabinet has just agreed to the proposals which were laid before it by the Shipping Controller at the request of the French Government, regarding the cession to France of important tonnage in the shape of vessels, either recently constructed or now in course of construction in British shipbuilding yards. This arrangement is the outcome of the negotiations which have been proceeding since January, 1918, between M. Clementel, Minister of Commerce, and Sir Joseph Maclay, British Shipping Controller, and has reference to the cession of 500,000 gross tons of shipping, one-third to be delivered at the conclusion of hostilities, another third in the course of the first year after the war, and the remaining third during the succeeding year.

With the Wits

"Is golf a difficult game to master?"

"I guess so. Nobody's ever mastered it yet."—Detroit Free Press.

Crawford—Everybody seems seeking an excuse to raise the price.

Crabshaw—You're wrong, old man. They raise it without any excuse.—People's Home Journal.

"You used to laugh at prunes as an article of daily food."

"I'm still laughing at 'em. When I see 'em coming on the table I laugh for joy."—Washington Star.

"My son," said Mr. Boleby, "why are you always behind with your studies?"

"So that I may pursue them, father, dear," was the reply.—Tit-Bits.

"I'm going to get a divorce. My wife hasn't spoken to me for six months."

"Better be careful. You'll never get another wife like that."—Boston Transcript.

Crawford—You seem cheerful over the hardships of war.

Crabshaw—Why not? My neighbors have sent their talking machine to one of the cantonments, and the girl across the street, who used to sing and play half the night, has gone to France for the Red Cross.—Life.

Captain—Do you see that German captain on the bridge five miles away?

Jack—Aye, aye, sir.

Captain—Then let him have one of those twelve-inch shells in the eye.

Jack—Aye, aye, sir; which eye, sir?—Tit-Bits.

"Has you made all arrangements fo' your marriage, Mandy?"

"Well, not quite all, Dinah. I'se got to buy a trooso, an' rent a house, an' get mah husband a job, an' buy him a good suit o' close, an' get some reg'lar washin' work to do. An' when them's done I kin name de happy day."—People's Home Journal.

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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LEGAL JURISDICTION

While Courts, Judges, and Lawyers Squabble, Labor Suffers

The following frank criticism of the autocratic attitude of our courts toward labor has been written especially for the Journal by Mr. W. B. Rubin, the well-known Western labor attorney. That it is none too severe is abundantly proven by labor's experience with the courts of this country. That experience has been largely responsible for the widespread belief among American workers that there is one law for the rich and another for the poor.

Mr. Rubin's proposed remedy for the evils of an autocratic judiciary is not original with him, but is none the less on that account entitled to serious consideration by workingmen. Elected judges will, in the nature of things, always be more responsible to the popular will than appointed ones.

From time immemorial, powers international and intranational have clashed over matters of jurisdiction. As old as life itself is the proposition that the more one has, the more one wants. It goes back to the basic principle that each within himself seeks to control and retain as much power as may be.

In other words, no matter how sincere we may be in our desire for democracy, we are all autocratic, nevertheless, to the extent that we strive for power for ourselves, whether monarchial or democratic.

Unlimited power is a dangerous thing; inherited power is a standing menace to the people; while life power is monarchial in its application and result.

The difference between one who seeks for all the power for democratic control, whether within or without, and the one who seeks power, within or without, for monarchial control, is that in the former instance, the limitations placed upon it by the people give the people opportunity to check any digression or deviation, threatened or actual, from real democratic tendencies, while in the latter case, once the power is bestowed, it continues to grow more domineering and forceful, and it is only by revolution or by violently deposing such monarchial power, as was done in Europe recently at tremendous cost and waste, that it can be changed.

One can hardly turn to the consideration of anything at this time without referring to the fact that a war has been ended and that political democracy is now supreme everywhere, while industrial democracy is on the ascendant.

But we, who have been busy directing our efforts, our lives, our money towards ridding the world of the European Kaiser and his kaiserites, have now before us in the United States the tremendous task of turning out the kaisers in this country.

It is true, we have a political democracy unexcelled, on the whole, by any other democracy on the globe. It is true, also, that labor, particularly organized labor, has been clothed with respectability because of its loyalty and its untold sacrifices in this great war. In fact, there is apparent the reconstructive inclination, even among employers, for the creation of standards for labor such as organized labor has been fighting for for these past numerous decades.

But all that is of little real benefit to labor so long as we have within the borders of this country the greatest possible menace to a real democratization of our industries and our politics: the present system of courts of this country.

The courts as they stand today are the only citadel left to which the enemies of democracy and the despoilers of labor may go with their legal hirelings, who with their "quiddities, their quillets," and their various interpretations endeavor to strike blows against the progress and new order of things in their effort to keep intact and whole the old machinery of democratic destruction.

The war has brought about new problems. Why should it be necessary for the consideration of government or non-government ownership of railroads, telegraphs, mines, and so forth, to have jurisdictional determination by the courts? Yet we have in this country a constant clash between court and court, particularly between the State courts and the Federal courts, over our system of jurisdictional interpretation, over our system of jurisdictional control.

State judges, while they are sovereign within their limited jurisdictions, are obliged, at stated periods, to return to the suffrage of the people for re-election, and hence, by reason thereof, are constantly reminded that they must maintain some semblance of democracy. So, while it is true that State judges are autocratic due to the tremendous power placed at their disposal, the fact that some who have been unduly auocratic have failed in re-election because the awakened people rebelled, has acted, in a measure, as a check and a warning.

But the Federal judge is appointed for life, during good behavior. That means that so long as he does not steal nor accept a bribe, he is the Federal judge. Now, a life job is a dangerous thing, particularly when it is held by a small man, a narrow man, a man of little vision and understanding; and it is a lamentable fact that we find our Federal courts filled, in many instances, by corporation politicians who have assumed power, the like of which not even a kaiser nor a czar in their palmiest days dared exercise.

In labor cases, Federal judges and Federal decisions have proven the most harsh, and today the Federal courts constitute the nation's institutions of autocracy, with Federal judges the autocrats of this country, paradoxical though this may seem.

The injunction has been the awful weapon used by capital against labor. Occasionally a judge of a State court, and sometimes even the entire personnel of a State Supreme Court, has given favorable consideration to labor's side in an injunction controversy. But, while labor has feared the injunction, it has feared most the Federal injunction. Therefore capital, whenever it could, has sought to hale the alleged case against labor into the Federal courts.

The only theory upon which capital can drag labor into the Federal courts is on a plea of diversity of citizenship, for in most cases between capital and labor there has not been present any other element which would bring it within Federal jurisdiction. Thus, we find that capital's advantage over labor could best be maintained, ordinarily, if the matter came into the Federal courts, for there the Federal judge, with his life job, could sway his injunctional sword like a pasha, and behead every laborite charged with contempt, all without fear of retaliation at a judicial election.

The trick has been worked quite often of late whereby, on one pretext or another, in a strike between employer and employes, both of whom were inhabitants and residents of a given State, someone else would come in, a third party from some other State, and under the pretext of injury to his business because of the strike, drag the case into the Federal court, making the employer a supposed defendant with the strikers, and thus giving the Federal court jurisdiction.

In the early spring of 1917, at Hamilton, Ohio, there was a strike of the molders at Niles Tool Works. After a conference in which the Government mediator took part, peace terms were arranged and the men, in good faith, returned to work. But on the part of the Niles Tool Works, it had been merely a Brest-Litovsk treaty, for immediately after the men returned to work, in good old Teuton fashion, kaiserlike, the terms of the treaty were cast aside, and efforts made to destroy the organization. The men, with true American spirit, resented and again went on a strike. Some wrongs were committed, but careful, calm, and impartial analysis proved that they had been generated by the Niles Tool Works. It was, therefore, but natural that the town authorities and the home environment should be sympathetic with the men because everybody knew how rotten a scheme the Niles Tool Works had "pulled off" on the striking men.

The Niles Tool Works is an Ohio corporation, and it wanted an injunction for no other purpose than the breaking of the strike. So, to get away from local atmosphere, it directed its lawyers to obtain a Federal injunction. Whereupon, lo and behold! the Niles-Bement Pond Company, a New Jersey corporation, became the plaintiff in the Federal courts of the State of Ohio against the striking molders, and the Niles Tool Works, the Ohio corporation, was named as one of the defendants. The complaint charged them all with the commission of acts entitling the plaintiff to an injunction,

pleading, among other things, that the Niles-Bement Pond Company was a New Jersey corporation. Therefore, there being a diversity of citizenship, the case was brought in the Federal court, although the Niles-Bement Pond Company might properly have asked for this injunction in the State court. Plaintiff alleged, also, that it was engaged in Government work, and that it was unable to deliver and comply with the Government contracts because of the strike.

The attorneys for the molders objected to the Federal court assuming jurisdiction on the ground that the Niles-Bement Pond Company was a monopoly and, further, that the Niles-Bement Pond Company, the New Jersey corporation, and the Niles Tool Works, the Ohio corporation, were engaged in a "frame-up" upon the strikers and like a snake, scotching itself in two, so as to make one part plaintiff and other part defendant, was thus giving the Federal court jurisdiction.

Upon the hearing it developed that the Niles-Bement Pond Company owned all of the common stock in the Niles Tool Works; that it owned the great majority of the preferred stock; that the president and vice-president of the two corporations were the same individuals, and that the majority of the directors of the Niles Tool Works were also the directors of the Niles-Bement Pond Company; that the lawyers of the two corporations were the same; that the lawyers who had been in charge of the strike on behalf of the Niles Tool Works had "abandoned" the Niles Tool Works to its fate as defendant, and had become the attorneys for the Niles-Bement Pond Company, the plaintiff, in order to give the court jurisdiction; in fact, had acted as attorneys for both sides; that ninety-five per cent. of the products of the Niles Tool Works was under the direct control of the Niles-Bement Pond Company; that the remaining five per cent. was left to the Niles Tool Works to contract for local production, but that the Niles-Bement Pond Company had complete control of said ninety-five per cent. of the production as well as preference; and that the Niles Tool Company was but a subsidiary company of the Niles-Bement Pond Company,—the Niles-Bement Pond Company being the contracting party with the Government, for which it charged ten per cent. of the total contract price, turning over the work of the Niles Tool Works. In other words, if the Niles Tool Works had contracted directly with the Government, the Government might have had its work done at ten per cent. less,—a clever sharp business scheme.

Now, the evidence failed to show that the Niles Tool Works had refused to join as a plaintiff,—a little flaw in the chain. Had the Niles Tool Works joined as a party plantiff, the action would have gone down for the reason that the Niles Tool Company was an Ohio corporation, and the Federal court thus would have been without jurisdiction; so they simply shifted the tail of the snake to the defendant and the head of the snake to the plaintiff to give the court jurisdiction.

The Federal judge granted the injunction, notwithstanding that showing. Counsel for the defense took the matter up on appeal. The evidence showed collusion of the worst order,—a damned "frame-up" for acquiring legal jurisdiction. So patent was it that the Circuit Court of Appeals could not stand for the camouflage and perjury. The court, therefore, dismissed the complaint and injunction for want of jurisdiction, saying in part:

"Naturally and normally, the two corporations would stand together in every way so far as their interests in this suit are concerned. That they do so stand together is affirmatively shown. The defendant company employed and paid the guards and watchmen, and the representatives of the two companies consulted together regarding the strike, 'how to manage it and how to get men into the foundry.' The defendant company seems not to have appeared of record in the suit; its works manager testified that he 'should say' that the counsel present at the trial (employed by plaintiff) represented both plaintiff and defendant company (presumably in reference to the conduct of the strike), that the witness had consulted with the attorneys named 'in regard to matters connected with this strike,' and that one of them represented the defendant company when one of the strikers was arrested, apparently during the strike now in question.

"The bill states that no case for relief against the defendant company and no such relief is asked, unless by the general prayer that the 'court grant plaintiff any and all other equitable relief which in equity and good conscience it is entitled to receive.' Indeed, plaintiff's control of the defendant company, and the complete harmony between them, renders relief at the hands of the court as against defendant company entirely unnecessary. It is equally clear that the interests of the defendant company and those of the individual defendants are wholly adverse to each other."

* * *

"The instant case is such as to make its failure for lack of jurisdiction unfortunate; but the conclusion that jurisdiction was lacking seems inevitable."

The court was, indeed, mild in its language,—letting these corporations and their hirelings off for their fraud upon the court. In the meanwhile, however, men were convicted of contempt because of the violation of an injunction that was obtained in a "frame-up" jurisdiction. Now that the court is found to be without jurisdiction, these convictions must naturally fall and be set aside. But how about the meanwhile? And while labor is thankful for the Appellate Court's decision in its favor, nevertheless more than a year elapsed between the granting of the injunction and its dissolution The result sought by the injunction was, in a large measure accomplished, for while courts are "scrapping" over jurisdictional questions, they have labor in between two stones, grinding it away.

Is not this the time and occasion to call the attention of the great leaders of the labor movement in this country to the fact that in this period of reconstructon, immediate, prompt, and sufficient attention be given—

1. To amending our Constitution so that all judges be elective and not appointive,—their term for a limited period only.
2. To limiting the powers of courts so as to keep them within the confines of democratic institutions.
3. To make it possible for labor to capture the courts.

ENGLAND RULED BY FOREIGNERS.

A correspondent in the London New Witness recently pointed out that "England is suffering from foreign domination." He wrote: "We are governed by the Welsh, prayed at by the Scots, and preyed upon by the Irish." From a note in the London Evening Standard the genuine native-born Englishman does not seem to have much to say nowadays. It writes:

"The Versailles Conference is considering decisions which may affect the fate of Great Britain for generations.

"A correspondent points out that on this conference our country is represented by:

"One Welshman (Mr. Lloyd George).

"One Scottish Canadian (Mr. Bonar Law).

"One Jew (Lord Reading).

"Four Scotsmen (Mr. Balfour, Sir Eric Geddes, Marshal Haig and Admiral Wemyss).

"One Englishman (Lord Milner).

"'Is this not,' he asks, 'a humiliating position for the country south of the Tweed—the so-called 'predominant partner'? England proper is said to contribute seventy to eighty per cent. of the men in the British Army, ninety per cent. in the British Navy, and about ninety per cent. of the British war-expenditure. Yet she has only one Englishman to make her voice heard at this crisis in her history."

Oddly enough—though The Evening Standard omits to mention it—the one Englishman cited, Lord Milner, was actually born in Germany and his father before him, since his grandfather, a physician, settled there, without losing touch with England or acquiring German citizenship.

"The power of wealth and of privilege can be successfully met by the people only by utilizing to the full extent the power of numbers; utilizing that power not only politically but industrially * * * Emancipation can come only through the utilization by the people not only of their power of production, but of their own purchasing power."—Louis D. Brandeis, Justice United States Supreme Court.

The skeleton of an average whale weighs about twenty-five tons.

A CANADIAN BOLSHEVIK.

A rich Canadian manufacturer, Mr. J. R. Booth, has recently refused to grant to his employes higher wages, and refused also to concede their request for Government arbitration. His action is made the occasion of interesting comment by the Ottawa Journal and the Toronto Globe. According to the Journal, Mr. Booth seems to reason thus: This is my mill, erected with my money, and managed by my brains; and I am going to do just what I please with it. But, inquires the Journal, what is the source of Mr. Booth's wealth, estimated to be about $30,000,000? It goes on to reply:

"Mr. Booth was licensed by the people of Canada to cut timber from the Crown lands of Canada—from lands that belonged to the people of Canada; Mr. Booth was given the use of certain rivers that belonged to the people of Canada to float lumber down to his mill; Mr. Booth was permitted to harness water powers on these rivers and subsequently electrify them for the operation of his mills; Mr. Booth was permitted to construct and operate a railway on lands that belonged to the people of Canada in order that he might market his lumber, a railway which he subsequently sold for a large sum to another railway corporation; Mr. Booth is to-day, under licenses granted from year to year—that is for twelve months' periods—cutting down trees on lands that belong to us all."

The clear inference is that Mr. Booth is a trustee of resources granted him by society, and that if this same society elects to establish in the Government a Ministry of Labor with power to arbitrate industrial disputes, Mr. Booth and his peers should out of thankfulness be glad to comply with its requirements, particularly since the Government gives no indication of a purpose to withdraw the privileges previously granted. The Globe calls the attention of Mr. Booth to portents more alarming. The world has changed much in his long lifetime, it says—to such an extent, in fact, that requests for arbitration from a body of workingmen seem "mild and reasonable" in comparison with "subversive doctrines being preached"—and no doubt it might add being put into effect in some countries—by revolutionists. The Globe speaks thus:

"Putting the argument even on the low plane of self-interest, is it not a grave error to spurn such a petition? Is it not playing into the hands of fanatics who scorn arbitration as the device of capital, and would use more violent weapons than the strike if they dared? Reason, justice, and prudence combine to urge employers to exhaust every expedient of conciliation in trying to avoid labor troubles."—The New York "Nation."

The world was not made in six days, nor in six years, nor in six thousand years, nor in sixty thousand years. The making of the world was a process of millions of years of evolutionary change and development.

The three essentials of life are bread, beauty, and brotherhood.—Edwin Markham.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Oppose Anti-Strike Law.

Opposition to any form of compulsory arbitration legislation was voiced by President Gompers before the Senate committee on education and labor which has under consideration a resolution by Senator Kenyon providing for an investigation of industrial and social conditions.

The trade-union executive said that any attempt by law to prevent men from quitting their employment would be futile.

"Of course," said President Gompers, "Congress can pass a law of this character, but it will be violated."

"Hide it behind any phraseology you will," said President Gompers, "when the law and the government of the country tell the worker 'you cannot leave this work,' that moment you have put the shackles on him."

Mr. Gompers declared that "organized labor is not going to take kindly to standing in line again for a piece of bread and a cup of coffee." He said that Congress should help by not allowing a rapid demobilization of the army to compete with the present labor of the country and taking the Department of Labor's conciliation branch more seriously.

"I should not say seriously," he added, "but Congress does take the Department of Labor suspiciously." Senator Kenyon interrupted to admit that it has been extremely difficult the past year to secure appropriations from Congress for the Department of Labor.

Food Costs Increase.

Food costs have increased 4 per cent. between August 15 and September 15, last year, reports the Bureau of Labor Statistics. Compared with September, 1917, the increase was 16 per cent.

An increase of 72 per cent. for all food combined is shown for the five-year period ending September 15 last. Every article for which prices have been obtained for this long period shows an increase of not less than 56 per cent. Six articles show increases of 100 per cent. or over; bacon, 100 per cent.; pork chops, 103 per cent.; potatoes, 105 per cent.; flour, 106 per cent.; lard, 109 per cent., and corn meal, 123 per cent.

Negro Education Urged.

The necessity for negro education is urged in a pamphlet issued by the Louisiana Department of Education. It is stated that while Louisiana pays more for the education of white children than any other Southern State, less money is expended on negro education than in any State in the Union. It is shown that in some sections of the State the Louisiana negro is not receiving for the education of his race the direct school taxes that he contributes.

"The dawn of a new day is upon us," it is stated. "We cannot look upon a twentieth century problem with nineteenth century eyes. It is time to put aside old doubts and fears and to espouse this thoroughly righteous cause.

"The glory of achievement in our white school system is marred by the pathetic and pitiable condition of our negro schools. Louisiana in the past 15 years has built up a system of schools for her white children that has commanded admiration and respect. Can she not, with the experience she has acquired, the means at her disposal, and the spirit to win, begin now to complete her crown of glory by completing the task she has so well begun and provide a school system for all of her children?"

Oppose "No-Strike" Law.

The Colorado State Federation of Labor will ask the State Legislature to repeal the "no-strike" law and substitute voluntary mediation and conciliation in the settlement of industrial disputes.

The workers also demand the repeal of the State constabulary law.

Other proposed legislation is:

Amendment to the workmen's compensation law, which will increase the compensation, allow a shorter waiting period. State insurance, and make it more easy of operation.

Repeal of the anti-boycott law.

Enactment of an anti-injunction law.

Amendment to the women's minimum wage law, with an appropriation of sufficient amount to put it into force.

Enactment of a car shed law.

Amendment to the child labor law, to make same apply to children in the beet fields.

The United Mine Workers of America have prepared three bills, applying to the working conditions of coal miners.

Liberty Bonds "Juggled."

In a report on causes that have led to the price decline of liberty bonds, Assistant District Attorney Brogan of New York shows how rich men escape the income tax and at the same time reap a rich harvest, through fictitious selling of liberty bonds.

The official states that in many instnces heavy investors in liberty bonds gave their brokers a selling order for anywhere from $500,000 to $1,500,000 worth of these bonds at the same time putting in an order to buy the same amount at the market price, thus establishing a fictitious loss to report on their income tax returns. The same method has been followed with other securities and probably with their own business enterprises, it is stated. The Government will lose millions of dollars income tax.

Object to Discrimination.

The National Federation of Federal Employes will ask Congress to repeal the law of 1917 which forbids transfers of Government emloyes at a higher wage or with promotion in less than one year.

The union declares that this discriminating legislation is a blacklist in some departments. The result has been that experienced Government workers, although needed on war work, even when transferred thereto, were denied the wage belonging to

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergafen 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Denmark's unions have added within the year 28,162 members, and now have a strength of 179,284, of which number 27,776 are women.

In Norway round figures show an increase of roughly 14,000 since last year, with a present total membership of 93,000. Although there were 559 industrial disturbances during the year, there were only 44 strikes, affecting only about 3,000 men.

As a part of the epidemic of labor disturbances now sweeping over Central and South America, news comes from Montevideo that a general strike is threatening. This fact has resulted in the government's calling upon the military forces under date of December 27th to be prepared for mobilization at any time against the strikers.

Central labor bodies throughout the Domnion of Canada are adopting strong resolutions calling upon the government to withdraw troops from Russia. Reference to the leaders of the Soviet Government always calls out enthusiastic applause at labor meetings. The sympathetic attitude to the workers' government of Russia is also spreading among Canadian soldiers.

Lord Leverhulme, one of England's most successful business men, is said to favor a six-hour workday as a panacea for industrial unrest. The theory upon which his proposal is based is that by working machinery longer hours, with shorter hours for those attending it, the product will be almost doubled, and the workers will be able to secure comforts and luxuries now undreamed of.

As per latest report received by the United States Department of Labor, the labor organizations in Great Britain have now a membership of nearly 4,000,000. In the year 1917, 3,682,000 members were represented in the so-called Blackpool Labor Parliament. Since that convention took place two great organizations have affiliated—the Amalgamated Engineers, with 280,000 members, and the Workers' Union with 260,000 members.

In Sweden, though wages are fairly high, the food shortage has been and is still severe; and it has been much more continuously "exposed" to Bolshevik propaganda than any other Scandinavian country. The extreme left of the Labor Party is now more or less openly republican and revolutionary; but the programme of the majority Socialists and labor unions, led by Hjalmar Branting, is strictly reformist. Apparently the real division is between the town workers, who are republican, and the agricultural workers, who are not.

The labor movement of Brazil has gone beyond the propaganda stage. The textile industry, the basis of the garment industry, centers in and around Rio de Janeiro, some of the largest textile mills in the world being located there. The workers, who are banded together in the "Union of Operatives," sent their demand to the manufacturers organized in the Centro Industrial de Brazil. The terms were accepted after some parleying, and the industry became organized. While wages are not mentioned, the principle of union recognition is definitely established, and thus an entering wedge secured. A weekly schedule of 56 hours is agreed to.

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Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Aalto, Harry	Hammarquist, Gust
Anderson, Morris	Halvorsen, Harry
Antonsen, N. H.	Iverson, Tom
Andersen, Otto K.	Irmy, Fred
Breien, Hans	Johnson, Gunnar
Bergh, Borge	Johansen, N. A. -1604
Carlsson, Axel	Johansen, Fred
Carlera, P.	Johanson, John
Clay, Henry	Johanson, John A.
Collins, Ed.	Johansen, Carl
Davis, Oroville	Jacobsen, John
Engstrom, Erick	Johnson, K.
Eklund, Swen	Johnson, Ole
Ellingson, Billy	Johnson, Chas. A. -2044
Fosberg, Leonard	Jonassen, Johannes
Frost, Peter	Jacobsen, Telegram
Grunwald, Alois	Johansen, Fred
Grassen, Joe	Johansen, C.
Gunerud, Thorvald	Kallas, M.
Hansen, Aksel	Lundin, Arthur
Hederman, H. C.	Lechemus, Bill
Hederstrom, T.	Lill, Karl
Holmstrom, Hjalmar	Lyngnes, Chris
Hakanson, Axel	Malmquist, Gus
Hoek, A.	Molander, H.
	Miller, John
	Mourice, Francis
	Monson, Chas. C.
	Nurmi, Taini
	Norstrom, Hans
	Olsen, Ole W.
	Olson, Andrew
	Peterson, K. E.
	Peterson, Hugo
	Pelz, Fritz
	Petrow, Fred
	Ryden, Oscar
	Raaum, Harry
	Rasmussen, J. A.
	Swenson, Nickolaus
	Spence, Oswald
	Sodergren, Oscar
	Shlieman, F.
	Stringer, H.
	Salo, Oscar
	Turman, Arthur
	Terkki, Arthur
	Thornlund, John N.
	Wrig, Claus
	Winberg, Oscar
	Williams, Edward A.
	Warkala, John
	Zunderer, Theo

Questionnaires.

Aldo, Kusta Nestar	
Axelson, Erik	
Anderson, Sven	
Christensen, Ole Martin	
Doage, Sigvald	
Grenlund, Oskar A.	
Hanson, John August	
Holm, Frank	
Jacobsen, Gustav E.	
Johansen, N. A.	
Johansen, Carl M.	
Peterson, Peter	
Kallas, Martin	
Ringvall, Victor	
Tysk, John H.	

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Hansen, Andrew	Frederickson, Andrew
Hanson, Gilbert	Johnson, Nils
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Karbo, Eldar	Langula, Waino
Karlson, Wm.	Larsen, Harold
Lauritsen, G.	Larsen, Hjalmar
Leyons, J. B.	Larson, Jens
Maki, Fred	Luckman, Samuel
Minich, B. I.	Nelson, Philip
Morgan, L. M.	Nilson, Nils Engwald
Mogstad, John	Norton, Emil
Olsen, O.	Norton, P. A.
Olson, Gust	Parks, Harold, A.
Olson, J. C.	Paulson, Peter
Olson, John Oscar	Palmer, L. L.
Olson, Nels	Pedersen, Albert
Ohman, L. P.	Peterson, Andrew K.
Rajata, Edwin	Petterson, C. H.
Rasmussen, Martin	Ranta Hjalmar
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Sandanger, Ole	Rudsit, Fred
Sandbeck, George	Sather, Harold
Sandvik, Harold	Sather, P.
Smith, G. H.	Simonsen, Hans
Smith, Merle	Schuppel, John A.
Walin, Gust.	Tardiff, Geo. H.
Walknopa, Herman	Taylor, T. G.
Wilson, O. K.	

INFORMATION WANTED.

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York N Y —5-29-18

Members of the crew of the SS. "Fred W. Weller," at the time she salvaged the Norwegian barque "Gratia," November, 1918, should file their claim with me, as soon as possible, for their share of the salvage money, which I am taking up now on behalf of other members of the crew. ISIDORE A. RABINOW,
Attorney for Seamen,
277 Broadway, Room 401,
New York City.
1-8-19

Pacific Coast Marine.

The schooner "Sea Wolf," Captain Ira Eaton, has been taken to San Pedro for the purpose of being refitted preparatory to summer trade in Pacific waters.

After a trip of forty-nine days from the Columbia River, the motor schooner Sierra has arrived at Shanghai, according to advices received. She has a lumber cargo.

Preliminary work has been ordered on the new 12,000-ton dry dock to be built by the Portland Public Dock Commission. It is planned to complete the dry dock within a year.

Much repair work is being done at the Oakland shipyards now that the war rush is over. Boats that were operating during the period of the emergency are now being laid up for repairs.

All passengers arriving at Cordova, Alaska, are required to undergo quarantine detention for ten days at their own expense as a protective measure, because of the prevalence of Spanish influenza there.

San Francisco ship designers declare that the sudden desire on the part of the United States Shipping Board to alter the designs of steel freighters now in course of construction so as to develop better lines and higher speed is actuated by plans of English builders announced recently.

According to R. Z. Dickie, the English yards are preparing to turn out a number of steel freight refrigerator ships of a fifteen-knot speed to ply between British Isles and Australian ports. The progress noted in steel cargo-ship construction is that speedier ships are desired because of the better frieght rates they command.

The second ship being built at Bay Point will be launched some time next month. It will be a 9400-ton freighter, similar to the "Diablo," the first ship launched from the yards. The new vessel will bear one of the Indian names recommended by Mrs. Wilson. The "Diablo" is expected to be completed the latter part of next month and ready for her trial trip.

At the annual reorganization of the Seattle Port Commission Robert Bridges was elected president for the fourth time. He succeeds Judge C E. Remsberg, who was defeated for re-election recently by Dr. W. T. Christensen. Port Manager Hamilton Higday has resigned to accept a position with the Parr-McCormick Steamship Company in San Francisco.

San Francisco officials of the Cunard Steamship Company state that according to advices received from the head office, 40½ per cent. of the 1,101,446 American troops carried across the Atlantic in British vessels during the war had been transported in vessels operated by the Cunard Line. The vessels made 230 voyages with the American troops from the time war was declared until the armistice was signed.

The concrete steamship "Faith," now reported to be on the west coast, will not return to San Francisco in the near future, it was announced by W. Leslie Comyn. The vessel will load a general cargo along the west coast and then return to New York. It is possible that the "Faith" then will load for Europe and shipping experts of Europe then will have an opportunity to see the stone ship built for San Franciscans.

C. E. De Witt, manager of the R. J. Browne Company of Portland, Ore., during his recent visit to San Francisco, has established an office in conjunction with the Pacific Export Lumber Company at 112 Market street. The R. J. Browne Company handles the domestic business of the Pacific Export Lumber Co. and intends to put on steamers and handle lumber products in California ports. L. D. McDonald, an old-time lumberman, is in charge of the San Francisco office.

Twelve former freighters operated by the American-Hawaiian and Luckenbach Steamship companies have been taken over by the United States Army transport service and equipped as transports, with a combined troop-carrying capacity of about 20,000 men. All of these vessels were used in the South American trade before the war. Some were operated through the Panama Canal to this Coast. The taking over of this fleet for transport purposes will delay the extensive renewal of the former service to this Coast, it is believed.

That far from hurting the shipbuilding industry in the East Bay sections, the ending of the war will be the signal for the awarding of more than $56,000,000 worth of ship contracts to the Oakland yards, is the information that came to the United States Employment Bureau. The new work is private merchant marine work and is considerably in excess of the amount of Government contracts for armed vessels already canceled by the Government. It is estimated that exclusive of what contracts may come in between now and January of 1921, there are now in sight contracts enough to keep all the East Bay yards running at full time for at least two years.

The Marconi Wireless Company is arranging to conduct the same service for shipping men operating steamers that was in force before the Government took over the plants and the ship units were sold direct to the ship owners. Contracts are being entered into, said Pacific Coast Superintendent Arthur Isbell, that will relieve the operator of all care and worry. Ship outfits are either sold or leased and operators will also be supplied. The company is conducting a school of wireless telegraphy and young men who wish to become operators are now being enrolled. Isbell said there are now a number of vacancies to be filled in the classes.

Any hopes entertained that the crew of the missing Standard Oil tanker "George Loomis" might be heard from alive were abandoned when advices from Seattle announced that the steamer "Carlos" had arrived there with one of the tanker's small boats. The lifeboat was picked up six miles off Shelter Cove and contained no occupant. The boat's sea anchor was out and nothing was found in the craft except a code book. There was nothing to indicate the fate of the men who had been aboard. Officials of the Standard Oil Company say it is probable that an attempt was made to get ashore, for the lifeboats are lashed fast and would have gone to the bottom with the vessel as it foundered. The finding of the boat is accepted as conclusive evidence that the vessel went down and all on board were drowned.

San Francisco officials of the Toyo Kisen Kaisha have been advised that the "Persia Maru," which this company turned over to the United States Government for war purposes under orders from Japan, had left New York and would arrive in San Francisco about January 31, and will be dispatched from San Francisco for Japan and Oriental ports early next month. The "Persia Maru" was one of the first Japanese ships to be made ready and turned over for service to America. Its gun platforms were installed at Kobe and since its appearance in the Atlantic has been on the run between New York and France. The "Seiyo Maru," another of the Toyo Kisen Kaisha ships, was taken from the South American run and has also been in service across the Atlantic. According to late advices the "Seiyo Maru" is loading on the East Coast and will be in San Francisco about February 15. Whether she is to be dispatched to Japan or go to South America and then to Japan has not been announced. The addition of these two ships gives the Toyo Kisen Kaisha its fleet of nine regular passenger and freight steamers in the transpacific trade, together with a number of cargo ships.

One of the most important announcements touching on the future of Oakland's waterfront is made by Fred D. Parr, president of the Parr Terminal Company, to the effect that Hamilton Higday has resigned as manager of the port of Seattle to accept the position of manager of the Parr company's vast terminal project on the Oakland western waterfront. The announcement by Parr followed the receipt by him of the following telegram from Higday: "My resignation as manager of the port of Seattle has been accepted by the port commissioner. It severs relations, both intimate and successful, with the public port institution from its inception. The past year closes our $6,000,000 invested in the Seattle port, producing $2,000,000 in revenue on one-half million dollars in profits for the city in operation of docks and warehouses. Nevertheless, I have gladly joined the Parr Terminal Company." The employment of Higday as manager and general supervisor of the Parr Terminal Company means the development of the Oakland western waterfront of an industry almost equal in extent to that of the Bush Terminal in New York. The power company has a long lease from the city of Oakland to sixty acres of waterfront land in the Key System basin. The present plans of the company provides for concrete warehouses and docks flanking a warehouse site which will provide storage and transfer space for thousands of tons of freight. In securing Higday the company assures itself of the services of one of the greatest commerce engineers in the country.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

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(Continued on Page 11.)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

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WEDNESDAY, JANUARY 22, 1919.

CHANTEY LORE.

Chanteys! How the mere mention of them makes us feel again the old and ever potent spell of the sea! What a flood of memories they bring back of the days when "we sailed o'er the waters so blue, with our royals set, and our skysails, too"!

Chanteys! We can just close our eyes and in fancy see ourselves once again on the heaving deck of a ship, and hear the sough of the wind through the shrouds, and the wash of the waves curling up under her bends. The reef in the main upper topsail has just been shaken out. All hands have tallied on to the halyard. Presently the mate sings out:

"Strike up something there, Bill."

And "Big Bill," the chantey-man, strikes up—

"A Yankee ship came down the river."

Up goes the yard, a foot a lick, to the rousing chorus, "Blow, boys; blow," every man Jack working his bellows for all they are worth. And the mate roaring like a bull tearing through a wire fence:

"Roll it, me thrushes; I love to hear youse. Leggo them to'gallant sheets. Up in the top, there—lighten up them downhauls. Go it, me hearties. Another pull there, bullies. Belay!"

Ah, those were the days when the cheering strains of a chantey sent the blood coursing a little faster through the veins of Johnny Haultaut; days the remembrance of which will always warm the cockles of an old sailor's heart.

All of which is apropos of a Mister R. R. Terry, who writes in the London Times on the subject of chanteys, and very entertainingly at that.

In support of his claims to be considered an authority on chantey lore the gentleman sets forth that his "ancestors have followed the sea as far back as can be traced." He further avers that he has "grown up with sailor shanties," that his "contact and familiar intimacy with all the recognized shanties go back as far as he can remember," and that he has "in later years compared, coordinated, and collected his boyish memories of the shanties with those of his very numerous sailor relatives and their respective circles of sailor acquaintances." To these already convincing credentials he adds that he has "lost no opportunity of collecting shanties from old sailors who worked in sailing-ships before the days of screw-steamers."

It will be noted from the foregoing quotations that Mr. Terry writes 'em "Shanties." Here is what he has to say in defense of that form of spelling:

"May I utter a protest against the pedantry which—because of a fancied derivation from *(un) chanté*—would spell it 'chanty' or 'chantey'? The result of such spelling is that out of every thousand landsmen 999.9 pronounce it 'tchahnty,' riming with 'auntie,' instead of 'shanty,' riming with 'scanty,' as every sailor always pronounced it. The arguments in favor of '*ch*anty' are plausible, but conjectural. Were it worth while, I could prove by arguments more plausible, less conjectural, and equally unconvincing that the word is derived from a negro shanty, or hut. According to the Oxford Dictionary (which, by the way, spells it *sh*anty) the word did not find its way into literature until 1869. That being so, surely it is more scholarly to spell it as the sailor always pronounced it."

We are more than half inclined to agree with Mr. Terry on the point raised by him, but all the leading dictionaries spell it "chantey" (pl. "chanteys"). And, to paraphrase a Spanish proverb, when the lexicographers won't, laymen can't.

Warming up to his subject Mr. Terry goes on to say—

"The shanty is dead on the sea. If it is to be revived on shore (as seems probable) it is imperative that, when the old melodies find their way into print, the sailor atmosphere and sailor traditions shall be faithfully reproduced. With the exception of Capt. R. H. Whall's 'Sea-Songs, Ships, and Shanties' (the only authoritative collection in print), there is no indication of this. Other collections than that of Captain Whall (unfortunately for us it deals only incidentally with shanties) are the compilation either of a sailor who is no musician or of a musician who is no sailor. The ideal combination of sailor and musician has yet to come."

"Secondly, I scent a public danger in the multiplication of editions by mere 'collectors.' Lacking nautical knowledge and experience, the 'collector' is too ready to accept bogus titles and bogus tunes, picked up from any stray sailor—often quite uneducated, and not seldom afflicted with the bemused memory of the octogenarian. The last factor is not, I think, sufficiently recognized. Most of the sailormen now surviving from the old windjammers are necessarily in their seventies or eighties. I have lately taken down shanties from a number of them, and in the matter of accuracy I noticed a great difference between their versions of well-known shanties and the versions of the same shanties sung to me when I was a youth, and when these old men's recollections were thirty years fresher. Indeed, one old fellow's memory played him such tricks that when he sang his version of 'A hundred years ago' I immediately recognized it as a *pasticcio* of three separate shanties, all well known to me. Even in the case of a sailor relative (seventy years old, but intellectually a young man) I notice differences between his present-day versions and those I noted down from his singing thirty years ago. The mere collector—'knowing naught of these things'—first catches his sailorman; takes down his comic mispronunciations and muddled melodies, and straightway puts them into print. Once in print an uncritical public accepts them as authentic and authoritative. And so one feels no surprise at eventually finding your correspondent alluding to 'shanadar' and 'whip jamboree' as if they were classics, though the real fact is that the first is an ignorant mispronunciation of the world-famous 'Shenandoah' (surely too well beloved to deserve so grotesque a disguise), and the other a garbled mixture of 'Santy Anna,' and Heaven only knows how many more tunes, with a title unknown to any sailor I ever met.

"Thirdly, I am constrained to warn a trustful public against the habit of a certain type of folk-song hunter of attributing nearly every old tune to some 'mode' or other. There are no end of shanties which (melodically) fulfil certain 'modal' conditions, but are, nevertheless, in a key. 'Homeward bound,' some of the 'Storm-along' shanties, and many others are unequivocally in a major key, but because they end on the modern dominant (which is the final of the eighth mode) the folk-songer labels them eighth (I beg pardon, I mean *hypomixolydian*) mode.

"Lastly, as one whose chief business in life is concerned with the old modes, let me beg of future 'collectors' to drop these Mesopotamian terms, no matter what peace and comfort they bring to the soul. I grant that they sound dreadfully learned as compared with mere numerals; but the latter have the advantage of being accurate designations, which the pseudo-Greek labels are not."

Mr. Terry's reference to the probability of a revival of the chantey on shore stamps him a real optimist. The same causes—steam and electric power—which operated to drive the chantey from the sea will, in our opinion, operate even more effectively against its ever gaining a footing on land. This because steam and electric power are so much more abundant on shore than they are afloat.

The chantey served its turn, and served it well, in a day when brawn and muscle furnished the only power for doing the hard work on board of a ship. Its function was to bring out the latent energy in men which always responds to the charm of music and song, and by its rhythm to time and coordinate the efforts of a gang of men jointly engaged in performing some given labor. But, with the substitution afloat of steam-power for hand-power the chantey, as an aid to seamanship, automatically became obsolete. To-day it is but a memory cherished by a few survivors from the old tall-water school of sailors. Soon they will all have passed away, and then the chantey will be of interest only to the historian and the archeologist.

THE I. S. U. CONVENTION.

The twenty-second annual convention of the International Seamen's Union of America convened in Galveston, Tex., on the 20th inst., and is now in session in that city. The Pacific district of the union is ably represented at the convention, though the absence in Europe of Comrade Furuseth will no doubt be keenly felt by the delegates. He has been such a consistent attendant at previous conventions, from the first one to the last, and has taken such a leading part in the deliberations, that a seamen's convention held without him is very much like the play of Hamlet without Hamlet. However, he is performing a vastly greater service for American seamen—aye, for the seamen of the world—by staying in Europe just now than he could possibly do by attending the convention in Galveston.

Secretary-Treasurer Hanson, of the I. S. U. of A., has received a cablegram signed by Furuseth and Havelock Wilson, apprising him that an "international seafarers' conference" will open in London on February 24th, and remain in session several days. American seamen's unions are urged to be well represented at the conference. The chief topics for discussion will be the Seamen's Act, and the equalization of wages for seamen of all nations.

As Comrade Hanson is attending the convention in Galveston he will undoubtedly place the matter before the delegates. The application of the Workmen's Compensation Act to seamen is another matter that will claim the attention of the delegates. The proceedings of the convention will be printed in the JOURNAL as soon as they are available.

Give everybody in the world a stake in it, and there will be no need of a league of nations to keep the peace.

Why is a ship like a lady's watch, Bill? Because she is always out of repair.

CAPTAIN DOLLAR EXPLAINS.

The storm of criticism which has been raging for weeks over Captain Dollar's part in awarding a $32,000,000 shipbuilding contract to the Chinese government has evidently gotten under the old gentleman's hide. At any rate he is out with a public explanation of the deal which is decidedly apologetic in tone. Says the Captain:

"The public seems to have acquired the impression that those eight steel cargo vessels are being built in China for the Dollar company. The truth is that the freighters, like those being built at Kobe, Japan, are solely for the Shipping Board. We have placed no orders in China for ourselves, and will not build any ships until the present cost of construction has been cut in half."

He further assures us that the Shipping Board did not place the order with the Chinese government for the purpose of saving money by having the ships built by cheap Oriental labor. The cost of building vessels in this country and China is, it seems, practically the same. No, the contract was awarded to the Chinese with the sole idea of an early delivery of the ships, our own shipyards already holding enough contracts for work to prevent their accepting any more orders for some time to come.

The Dollar company, the Captain informs us, acted only as agents for the Chinese government in the matter of putting the deal through at Washington. In that capacity also the company was instrumental in buying in this country enormous supplies of steel and other materials, and shipping them to China for use in the construction of the ships in question. To quote:

"We have spent close to $30,000,000 for supplies in this country which was turned over to us by the shipbuilding authorities at Washington in payment for the vessels."

Finally, Captain Dollar points with justifiable pride to the fact that so high is the integrity of the Dollar company in the estimation of the Chinese that no bonds or other security were required of the agents in the handling of the huge sum.

All of which the JOURNAL cheerfully publishes. Now, if the doughty Captain would only come to bat with an equally frank statement giving his real, lowdown, honest-to-goodness reasons for preferring Chinese seamen to white seamen, and the British flag to the American, the JOURNAL would be even more pleased to publish that.

The unexpected did not happen, the French proverb to the contrary notwithstanding. District Attorney Chas. M. Fickert has been duly and liberally whitewashed by the San Francisco Grand Jury. Not a trace of the naughty, naughty things charged against him in the Densmore dictaphone report could now be discovered with a microscope.

Ah, the beauty and power of whitewash! Like charity it "covereth a multitude of sins." It even beats white lead, and we have it on unimpeachable authority that

"A little putty and white lead paint
Will make the devil look a saint."

Yea, bo; though your sins be as scarlet, yet shall they be white as snow. About a quart of good whitewash will do the trick. Mr. Fickert probably had a barrelful applied to him by the Grand Jury. He needed it.

The reactionaries, like the poor, we have always with us.

SEAMEN LOSE THEIR CASE.

United States Supreme Court Hits the Seamen's Law Below the Belt Once More.

Last week the Journal reprinted in full the majority and minority opinions of the United States Supreme Court in the "Talus" case. Below will be found the court's majority and minority opinions in the "Rhine-Windrush" case The two cases are practically identical in status, differing only to the extent that the "Talus" is a British ship, while the "Rhine" and the "Windrush" are American ships.

It will be noted that the court ran true to form again, deciding against the seamen with the usual majority of one.

Majority.

SUPREME COURT OF THE UNITED STATES.

Nos 393 and 394.—October Term, 1918.

Paul Neilson et al. Petitioners, 393, vs. Rhine Shipping Company, Claimant of the Sailing Ship "Rhine."

John Hardy et al., Petitioners, 394, vs. Shepard & Morse Lumber Company, Claimant of the Barkentine "Windrush."

On writ of Certiorari to the United States Circuit Court of Appeals for the Second Circuit.

[December 23, 1918.]

Mr. Justice Day delivered the opinion of the court.

These cases were considered together in the courts below and may be disposed of in like manner here.

The facts are:

In the first case Paul Neilson and nine other seamen sue for the recovery of wages claimed to be due them from the bark "Rhine." It appears that they shipped on the American bark "Rhine" at Buenos Ayres, October 7, 1916, for a voyage to New York, at the rate of $25 per month. It is stipulated that the shipping of seamen on sailing vessels at Buenos Ayres is controlled by certain shipping masters, to one of whom the libelants, in accordance with the usual custom and as a means of securing employment, signed a receipt or advance note for one month's wages. These advance notes were presented to the American Vice-Consul at Buenos Ayres before the libelants signed the articles, were by him noted on the articles and, in the presence of the libelants, directed to be paid on account of the wages of the respective libelants. It was further stipulated that in directing the master of the "Rhine" to honor such advance notes, the Consul was acting in accordance with Section 237 of the Consular Regulations of the United States. When the bark arrived at New York the libelants were paid the wages earned, less the $25 advanced. They now seek to recover the sum thus deducted, by virtue of the terms of Section 10 (a) of the Act of March 4, 1915, entitled an "Act to Promote the Welfare of American Seamen in the Merchant Marine of the United States," which declares such advances to be unlawful and of no effect.

The facts in relation to the case of the barkentine "Windrush" differ from the above only in respect of the fact that the advance notes are not in evidence, but are noted on the articles.

The District Court decided in favor of the libelants. 244 Fed., 833. The Circuit Court of Appeals reversed the decrees. 250 Fed., 180. The cases are here on writs of certiorari.

The section of the statute is the same as that involved in the case of the "Talus," No. 392, just decided. The difference is that the advances were made by the master of an American vessel in a South American port, whereas in the "Talus" the advancements were made to foreign seamen in a British port. The same general consideration as to the interpretation of the statute which controlled in the decision of the case of the "Talus" are applicable here and need not be repeated.

That American vessels might be controlled by Congressional legislation as to contracts made in foreign ports may, for present purposes at least, be conceded. It appears that only by compliance with the local custom of obtaining seamen through agents can American vessels obtain seamen in South American ports. This is greatly to be deplored, and the custom is one which works much hardship to a worthy class. But we are unable to discover that in passing this statute Congress intended to place American shipping at the great disadvantage of this inability to obtain seamen when compared with the vessels of other nations which are manned by complying with local usage.

The statute itself denies clearance papers to vessels violating its terms. This provision could only apply to domestic ports and is another

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 20, 1919.
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping medium. Balloting for officers for the ensuing term was proceeded with.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Jan. 13, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Jan. 13, 1919.
Shipping slack.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 13, 1919.
No meeting. Shipping and prospects medium.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 13, 1919.
Shipping dull.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 13, 1919.
Shipping slack.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Jan. 13, 1919.
Shipping medium; prospects uncertain.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Jan. 13, 1919.
Shipping fair.

HARRY OHLSON, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 6, 1919.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 18, 1919.
The regular meeting of the Marine Cooks and Stewards was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow.

E. F. BURKE,
Sec'ty. Pro Tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 8, 1919.
Agent reported shipping fair. W. Mitchell was elected Agent pro tem.
Grand Trunk Dock, Room 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 8, 1919.
Agent reported shipping slow. Few men ashore.

JOE MACK, Agent.
Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66W.

DIED.

J. W. Antonius Johanson, No. 1186, a native of Finland, aged 43. Died at Eureka, Cal., Jan. 13 1919.

John Ohls, No. 115, a native of Finland, aged 69. Died at San Francisco Cal., Jan. 18, 1919.

Gustaf A. Wiren, No. 316, a native of Finland, aged 62. Died at San Francisco, Cal., Jan. 13, 1919.

Captain Charles W. Saunders, chief of the San Francisco recruiting service for the Government free schools of navigation and marine engineering, has issued an appeal to the young men of this district to do their duty to the Government by associating themselves with the opportunity to train for positions as officers of the merchant marine. He said: "We need more men to enter our free navigation and marine engineering schools to train for their license as deck and engineer officers in the American merchant marine. You are qualified for the deck school if you have had two or more years' sea service, and for the engineering school if you have had a certain amount of mechanical or engineering experience, not necessarily at sea."

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Washington, Jan. 10.

From every corner of the United States, delegates of local unions and central labor bodies are on the way to Chicago, to the labor congress which was substituted for the proposed general strike in support of the demand that new and fair trials be given Tom Mooney and Warren K. Billings. In that labor congress—the first to be held in America directly representing the rank and file, rather than the international trade unions—it now seems certain that a great historical decision will be reached.

The indications point to the committing of American labor to a policy of vigorous independent action henceforth, for the defense of the civil rights of the men and women who work for wages. Those civil rights will be defined. Probably the delegates will adopt a declaration that all useful workers are entitled to security of employment, a comfortable living wage, democratic management of industry, and a proportional representation of labor in every branch of the Government—and will adopt methods for securing those rights in spite of any opposition.

The idea that organized labor can secure complete freedom of speech, of the press and of assemblage before it gains its proportion of political and governmental power is rapidly dying out. It received a severe blow within the past month, when the city government of McKeesport, Pa., refused to permit a meeting there under the auspices of the American Federation of Labor, on the ground that the A. F. of L. is in the same class with anarchists and other "undesirables." Exactly that attitude is held by many associations of employers in cities of New England to-day, although few of them are still safe in declaring it. That is why the Labor Party idea is taking root and growing in the East and South as well as in the West. It offers the one chance the workers in industrial towns may have to establish their right to meet and discuss industrial and political and social problems, where autocratic employers now control the police power.

When the labor congress reaches Chicago it will be greeted by the New Majority, the weekly paper which the Labor Party has established to fight the battles of the working class in that part of the country. In its introductory article, this new paper says:

"Foremost of the propagandists in the interest of special privilege are the newspapers—subsidized by millions of dollars worth of advertising given them by the food trusts, State Street stores, telephone, gas and electric companies and other profiteering and franchise-seeking corporations.

"In return for the tribute they levy, the newspapers color and distort the news of the day, dispense editorials devised in the interest of the powers that rob the workers, and otherwise seek to keep the public in ignorance and in such confusion as will prevent an uprising at the ballot box to capture the power of government for the great majority.

"The special business of the New Majority will be to combat this big business propaganda of the newspapers."

Basil M. Manly, joint chairman of the National War Labor Board, presiding today at the labor session of a national reconstruction conference called by the National Popular Government League, said that the United States is rapidly approaching a perilous crisis. He said that there are groups of "anarchistic employers" throughout the country who are deliberately seeking to provoke a vast industrial conflict, just at the time that our soldiers and war workers are being demobilized. They are defying every obligation of patriotism and common humanity, in the desperate attempt to gain a selfish advantage over the wage workers.

One instance he mentioned was the strike of harbor boat workers in the port of New York, where the employers had for more than a month been preparing to force out the union men and to bring on the terrible conditions which exist there to-day, in which the lives of all the babies among five millions of people are endangered. He said that the whole blame was upon the boat owners—a mere handful of autocratic men—who had refused to consider any possible plan of arbitration.

Another instance was a cotton mill strike, in which the employer informed the War Labor Board that the strikers were in the hands of "Bolsheviki and I. W. W." Manly discovered that the agitator to whom the boss referred was a detective, planted in the union by the boss himself!

"These refusals to arbitrate, where the livelihood of a hundred thousand families and the lives of many thousands of babies are at stake, and these attempts to provoke violence by means of detectives planted in the shops," said Manly, "are the sort of thing that is driving this nation to the brink of trouble the end of which no man can foresee."

Louis F. Post, who followed Manly, asked why these employers, who shouted so loudly about the flag during the war, and were compelled to hold their avarice and anarchistic tendencies in check, should not be held in the same restraint in time of peace.

"Is there no such thing as patriotism in time of peace?" he demanded. The audience answered with a thunder of applause.

William H. Johnston, president of the International Association of Machinists, declared that American labor, and particularly the men who have fought the fight in khaki or in the war industries, was serious about making the whole world safe for democracy. By democracy, he said, the workers mean equal opportunity to life, liberty and the pursuit of happiness. That means the right to a job, first of all. Labor to-day demands of its Government the assurance that jobs will not be lacking, and that the jobs shall be such as Americans can with self-respect carry on. They will insist that these jobs and conditions, including democratic control of the industries, be forthcoming.

These speeches were made to a crowd of college professors, economists, war workers, Government officials, publicists, and representatives of various farm organizations. The crowd approved.

Henry Sterling, legislative agent of the American Federation of Labor, issued an even sharper warning yesterday, in a speech to the House Committee on Public Buildings and Grounds, when he denounced the Reed bill, which proposed to abandon work on the Government housing projects in a score of cities. The bill is now dead; the houses will be completed. Sterling told the Congressmen that the working people have grown resentful "of the almost contemptuous neglect" which Congress has given the measures in which the workers are interested. He told them that they might well look across the ocean and observe the "red cloud" that is growing and casting its shadow farther and farther westward. If they were men willing to exercise forethought they would take action now which would prevent the growth of that resentment among the workers here.

Frank P. Walsh has resigned from the American Alliance for Labor and Democracy, of which he was one of the executive committee. He states that he resigned because he had been unable to get time to take part in shaping its work. Reports in Washington seem to indicate that the particular point upon which he broke with the Alliance was its recent agitation against labor redicalism in America and its opposition to the Russian Soviets.

Russia's working class revolution has inevitably become an issue before every labor body in America. The demands made by progressive members of the Senate for an explanation of the keeping of American troops on Russian soil have been promoted by central labor bodies in various industrial centers. The two great independent telegraphic news services that have recently swung over to the side of working-class Russia, and are demanding that the old aristocracy shall not be restored to power by American bayonets, did not take that stand until they discovered the trend of labor opinion. The past week has witnessed the complete turning of the tide, with the announcement that all British troops are to withdraw. A big national movement to secure "The Truth About Russia" is being born. So far as the anti-Soviet press campaign is concerned, henceforth it is likely to be confined to about the same class of publications that denounce the union shop and the Federal Trade Commission.

One of the big causes of the swing of public opinion away from the fear and hatred of labor radicalism at this moment is the discovery that unemployment is going to be a local danger this winter in many sections of the United States. The Labor Department has received telegraphic reports for the past week, indicating that twelve States now have a surplus of common labor, as compared with only seven States a week ago. The twelve are California, Colorado, Idaho, Illinois, Indiana, Iowa, Missouri, Montana, Nebraska, North Dakota, Oregon and Utah. With increasing pressure of unemployment, the public is interested in opening up new jobs; so long as there is unemployment the persecution of labor organizers is a dangerous pastime.

An attempt will be made by the labor congress in Chicago to draft a new program for American Labor, to meet the emergency of this reconstruction period. The Labor Party is making a similar attempt. Unless detectives and provocative agents are planted in the labor congress and in the Labor Party, it is likely that the two movements will come to a com-

plete understanding, and that they will unite for action. The first point upon which they can unite will be the stubborn defense, henceforth, of the right of every man and woman in the labor movement to seek to better the condition of the workers as a class by speaking or writing what they believe to be the truth regarding industrial and social wrongs, here or abroad.

The calling of names will not frighten either that labor congress or the Labor Party.

WHALE-STEAKS.

Americans are learning to like whale meat. Other nations have always liked it, but we are slow to adopt what we consider foreign foods, although there is nothing particularly foreign about the whale. The Food Administration is responsible for our early attempts at eating whale, but, according to a writer in The Scientific American (New York, November 16), our liking bids fair to grow and spread after the emergency that gave rise to it has passed. During the war the production of whale meat has enabled us to keep the usual supply of domestic animals nearly normal and has released ample meats of other types for the maintenance of our military and naval forces. Plants for preparing whale meat, storage-houses for keeping it, and vessels for its distribution, are now scattered along the North Pacific coast. Seven stations have thus disposed of about one thousand whales this season—all of which we have eaten. Readers who have never knowingly consumed whale are invited to reflect on the fact that it tastes remarkably like beef. The original owner of that luscious steak you ate last night may possibly have swum the North Pacific instead of galloping about on the grassy plains of Texas. We read:

"The meat of the whale extends in great masses from the base of the skull to the tail fin and downward to the middle line, or completely over the rib section. This meat, all of it of the same quality, amounts to ten tons for each fifty feet of length and each fifty tons gross weight of the whale. Above these dimensions there may be fifteen tons of solid whale flesh of best eating quality. In other words, one-fifth of a whale is meat, without computing the other parts, such as the heart, etc., that are edible. The steer, being also a mammal, with nearly identical skeletonic structure, represents almost precisely the same proportions. That is to say, a steer weighing 1,000 pounds has 200 pounds of beef, but only a proportion of its meat of the first class such as characterizes nearly the whole whale flesh. A 50-foot, 50-ton whale, then, represents in bulk a herd of 100 steers of one-half ton weight each. He represents as much meat also as the herd. He is also equal to 500 sheep of 200 pounds each or to 300 hogs of 350 pounds each.

"Of course, steers range up to a ton of weight, with a corresponding increase of weight of flesh. But a whale also weighs up to 75 tons, representing a herd of 150 steers of a half-ton weight each. Any way you look at it, the whale has advantages over beef cattle. He requires no herdsmen or cowboys to care for him. He and his wife rear, feed, and guard their own young without any assistance from laborers. There is no cost to any one to feed him or his family; no food, clothes, or fuel to buy, with corresponding labor to produce them. When wanted, the whale is in his given haunts, ready to be taken. No butchering is required for him, the harpoon gun lands the fatal stroke. All you have to do is to haul him out and cut him up. The cost of whatever processes are required to put a whale on the market is so small in comparison with that of breeding and rearing a steer that Americans, like the Japanese, will soon have meat as good as the best parts of beef at probably not over fifteen cents per pound and in as large quantities as any family needs. . . .

"A whale is a mammal, not a fish. It produces its young alive and suckles them the same as a cow. Its flesh looks like that of beef, although admittedly a little coarser in texture, and it has a slight flavor of venison. Whale steaks and roast whale have been served in several of the leading New York restaurants for some time past, having had a preliminary test at Delmonico's restaurant. New York chefs have developed the best methods of cooking and serving, and have found that it yields to as many forms of preparation as beef. There is little to distinguish it from beef, when served on the table, either in appearance, aroma, or taste. Many would be deceived into thinking it beef if not told what had been served. It is only in America that whale meat is a novelty. In Asia and elsewhere whale meat is the staple food.

"Whale meat has every advantage over beef—mutton—pork. In the first place, the whale is a diseaseless mammal, and its salt-water habitats contribute to its freshness, cleanness, digestibility, and healthfulness as food. On the contrary, cattle are subject to tuberculosis and foot-and-mouth and other diseases more or less communicable to humans. As an example, according to the statistics issued by the University of California, a billion pounds of pork are annually lost to America from hog-cholera. Sheep are subject to foot-and-mouth and other diseases. Disease also is destructive to immense numbers of the poultry and domestic food-bird families. In brief, we have diseased meats of all descriptions, if bred on land, and no diseases to worry about if bred in salt water. The meat of the back of the whale further differs from that of all other edible mammals, in that it is uniform, that is, all roasts and steaks, and also boneless. Its sirloin section, of some ten tons, is entirely lacking in those tough, cheap, and nearly inedible parts characteristic of beef, which some of us have to consume or go without meat because of the cost."

In conclusion, the writer quotes Dr. Roy C. Andrews's book on "Whale Hunting with the Camera" to the effect that few people realize the great part whale meat plays in the life of the poorer Japanese, who cannot afford to buy beef. For shipping purposes it is cooked in great kettles, canned, and sent to all parts of the empire.

The union label signifies merit in an article to which it is attached, as it guarantees good, clean workmanship, as well as sanitary conditions and fair treatment by employers.

FOUNDATIONS WITHOUT EXCAVATIONS.

In the novel method of making building foundations developed in France and Belgium by Louis Dulac the ground is compacted without excavation, by means of a pile-driver, and the holes so made are filled in with stones or other material, which in turn are made solid by compression. On the bases so prepared the building supports or columns are placed. A special pile-driver is used, and this has three hammer heads, designed respectively for perforating, packing and finishing. The perforating hammer, which is thirty-three inches in diameter and weighs two and one-half tons, is conical, with a point of high-grade steel. The packing hammer, three or four inches smaller and cup-shaped, is of cast iron. The finishing hammer has the form of a truncated cone, but, unlike the other, is worked with the large end downward. The hole is bored until the hammer penetrates with difficulty. Tamping then gives vertical and lateral compression, and a concrete mixture thrown in tends further to flatten out the hole's bottom and spreads outsideways. A solid block is thus formed, with a broad under surface resting on well-consolidated ground.

The union label is the medium through which the public may enforce its rightful power of arbitrament between employer and employe.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER

(Continued from Page 3.)

such work. At the same time new and inexperienced appointees, brought in by the ten-thousand, have received a wage, at entrance, higher than the experienced workers were allowed.

The union makes it clear that it does not contend that the new workers were overpaid, but it protests against the generally low wage scale in the Government, and especially against the injustice of holding down the pay of experienced workers.

With the competition of better paying work outside, the Government could never have held these workers through the war, it is claimed, had not the departments resorted to the blacklist plan, which stigmatized as unpatriotic any employe who resigned, even though he was paid less than $2 a day. The union asks for the removal of all restrictions on transfers after six months' employment.

New Minimum Wage.

The new wage order for women and minors, issued by the California Welfare Industrial Commission is now in effect. Ten dollars for a 48-hour week is the minimum wage to be paid an experienced woman or minor. Six months' work means experience for an adult woman and nine months' work for a minor. For part-time work the rate is 25 cents an hour for both experienced adults and minors. Adult learners, entering employment at 18 and over, are to be paid not less than $8 a week for the first three months, $9 a week for the second three months and are then considered experienced workers.

Minor learners beginning under 18 years of age are to be paid not less than $7.50 a week for the first three months; $8 per week for the second three months; $9 a week for the third three months, and are then considered experienced workers. If the output of the female minor equals the average output of adult women, such minor must be paid the adult rate. For part-time work at $7.50 learner will be paid not less than 20 cents an hour; an $8 learner not less than 21 cents an hour, and a $9 learner not less than 23 cents an hour.

The percentage of learners allowed is not to exceed 25 per cent. of the total number of employes.

For work on commission, bonus, or piecerate, earnings are to be not less than the minimum time rate of the wage group in which the worker belongs.

Wants to Hold Railroads.

Before a Senate committee Director General of Railroads McAdoo urged that the Government hold the railroads for five years after the declaration of peace. The present law provides that the railroads shall be returned to their owners 21 months after the declaration of peace.

The Director General insisted that a program of improvements could be carried out in five years. In defending the loss of revenue under Government control he said that the people had not lost -that only through Government control and quick transportation of troops and supplies was the war's successful end possible. He said that the service rendered should not be overlooked. Attention was called to the fact that the Government will operate steamships for five years, and the witness asked how could that be a success if railroads are under private management.

Five-Hour Day Best.

Prof. Hobhouse, of the London school of economics, takes little stock in the claim of some brain workers that they labor eight hours a day and longer. This claim is often used by the opponents of the eight-hour day for industrial workers. Prof. Hobhouse says:

"When asked my personal view of the eight-hour question I begin with my own experience.

"I have worked with my brain as hard as another for the best part of a lifetime; but since boyhood I have never done a regular eight-hour day. The simple reason is that I get my maximum output on a five-hour day or thereabouts, and you would find many brain workers who, if they kept careful count, could tell you the same thing.

"There are, indeed, some very tough subjects who can do a good deal more. I knew a legal luminary who told me that he worked at least 12 hours a day and then read metaphysics in his armchair. But I never thought his metaphysics were very good. Darwin, who could hardly be accused of intellectual slackness or inefficiency, did four hours a day regularly. And I remember the late master of Balliol saying that he considered five (my figure) a good allowance for a normal reading man. So when manual workers demand an eight-hour day it is certainly not for the likes of me to accuse them of slackness."

Back to the Good Old Days.

Writing in the Annalist on reconstruction, Prof. Charles W. Gerstenberg harks back to the good old days of the survival of the fittest. He writes:

"As a means of protection in unnatural circumstances, trade unions and collective bargaining may justify their existence and they may still justify their existence to some extent in a revised structure. But, fundamentally, they are not based on the law of the survival of the fittest, but on a rule of the survival of the average."

In line with the theory of the rule of the strong, scientific management is favored.

The writer is professor of finance of the New York School of Commerce, Accounts and Finance.

Ford Raises Wages.

A new minimum wage scale of $6 a day, a flat increase of $1 a day, for approximately 28,000 employes throughout the country has been announced by the Ford Motor Company. It is stated that 23,000 other employes of the Ford interests already receive $6 or more a day.

Following this statement comes the announcement that a 200 per cent. dividend has been declared by the company. Further dividends are expected to be declared within a short time. The Ford family own 58 per cent. of the company's stock.

Henry Ford has resigned as president of the Ford Motor Company and his son, Edsel, has been elected to succeed him at a salary of $150,000 a year. The new official is 24 years old.

SEAMEN LOSE THEIR CASE.

(Continued from Page 7.)

evidence of the intent of Congress to legislate as to advances made in our own ports.

Affirmed.

Minority.

SUPREME COURT OF THE UNITED STATES.

Nos. 393 and 394.—October Term, 1918.

Paul Nielson, et al., Petitioners, 393, vs. Rhine Shipping Company, Claimant of the Sailing Ship "Rhine."

John Hardy et al., Petitioners, 394, vs. Shepard & Morse Lumber Company, Claimant of the Barkentine "Windrush."

On writs of certiorari to the United States Circuit Court of Appeals for the Second Circuit.

[December 23, 1918.]

Mr. Justice McKenna, with whom concur Mr. Justice Holmes, Mr. Justice Brandeis and Mr. Justice Clarke, dissenting.

These cases were submitted with Nos. 361 and 392, and, like them, are proceedings in admiralty under the Seamen's Act of 1915, 38 Stat., 1165-1168.

The facts are set out in the opinion of the court. In these cases, as in others, we are constrained to dissent. The principle of decision should be, we think, that declared in our dissent in the "Talus," ante, p. —. The facts of these cases put more tension upon it, that is, an adhesion to the words of the statute as determinative of its purpose rather than some of its consequences. We have here the somewhat appealing force of a picture of an American ship only able to escape practical internment in a foreign port by a violation of the law, if it be as we have declared it. And this under the sanction of the United States Consul acting under the following regulation of the Department of State:

"237. Advances to Seamen Shipped in Foreign ports cannot be considered as within the intention, and hence not within the proper construction of the Act referred to in the next preceding paragraph [inserted in the margin].* The final clause of the Act, which declares that this section shall apply as well to foreign vessels as to those of the United States, and that in case of violation a clearance shall be refused them, is a clear indication that Congress did not in this section refer to the shipment of seamen in foreign ports, but had in view acts done in the United States alone. The provision of the statute as to payment of advance wages is not intended to apply to seamen shipped in foreign ports."

We are unable to assent. We regard the act of Congress as clear and that the theater of its injunction is the harbors of the United States. It is misleading to dwell upon the jurisdiction of other places, which is but another name for control. The jurisdiction, control, is in and by the United States and the command is that advances shall not be deducted from wages of seamen on vessels, American or foreign, while in the waters of the United States. Where they were made or under what circumstances made are not factors in judgment. They are the mere accidents of the situation and if they reach the importance and have the embarrassment depicted by counsel, the appeal must be to Congress, which no doubt will promptly correct the improvidence, if it be such, of its legislation. We have already expressed our view of the control of the language of the law and that it is a barrier against alarms and fault-finding.

It hence follows that we are of opinion the judgment of the Circuit Court of Appeals in each case should be reversed and that of the District Court affirmed.

* "236. No Advance Wages.—Except in case of whaling vessels, it is not lawful to pay any seaman wages before leaving the port at which such seaman may be engaged in advance of the time when he has actually earned the same, or to pay such advance wages to any other person, or to pay to any one except an officer authorized by Act of Congress to collect fees for such service, any remuneration for the shipment of a seaman. If any such advance wages or remuneration shall have been paid or contracted for, the Consul, in making up the account of wages due the seaman upon his discharge, will disregard such advance payment or agreement and award to the seaman the amount to which he would be entitled if no such payment or agreement had been made. Nor should Consuls permit the statute to be evaded indirectly, as by part payment in advance and then stating rate of wages too small. R. S. Secs. 4532, 4533; 33 Stat. L. 55, Sec. 10; 24 Id. 80, Sec. 3; 27 Fed. Rep. 764."

According to shipping men the influenza has sadly affected the copra crop of the South Pacific this season and from now on there will be little or no shipments of this staple unless matters change. It is reported from Wellington and other ports where the small trading vessels arrive with the results of their voyages, that there are so few natives well and in condition to work the plantations that the nuts are scattered about the ground and not touched except in a few rare instances. The result is that a number of vessels are expected to return to San Francisco in ballast on account of the lack of cargo. The situation has seriously affected the operators of the small sailing vessels who had done a flourishing business at high rates during the past few years.

ALASKA FISHERMEN'S DEATH LIST.

The following list of members of the Alaska Fishermen's Union who died during the year 1918, has been compiled by I. N. Hylen:

Name	No.	Nativity	Age	Died, where and when—		
Allison, Morris	904	Sweden	26	San Francisco, Cal.	May	6
Andersen, Anton	910	Norway	34	Port Townsend, Wash.	Oct.	26
Anderson, Alf. F	850	Sweden	44	Portland, Ore.	Oct.	23
Asklund, August E	604	Sweden	43	San Francisco, Cal.	Nov.	4
Bohn, J. F	736	Finland	32	Seattle, Wash.	Mar.	16
Berntsen, Julius	689	Norway	36	Fort Bragg, Cal.	July	27
Beck, Eugene	724	Denmark	49	San Francisco, Cal.	Oct.	12
Constantine, John	624	Greece	60	San Francisco, Cal.	Apr.	3
Christiansen, A. S	269	Finland	62	Nushagak, Alaska	July	16
Carlson, Victor	893	Norway	28	San Francisco, Cal.	Nov.	21
Dimari, Gaitano	247	Italy	33	San Francisco, Cal.	Dec.	13
Engstrom, Ernest	15	Norway	34	San Francisco, Cal.	Apr.	6
Finstad, Torger	323	Norway	28	Duluth, Minn.	Jan.	5
Fabricious, Harry	159	Denmark	52	Antioch, Cal.	Oct.	29
Fricke, William	379	Germany	—	San Francisco, Cal.	Apr.	15
Gummerus, W. A	465	Finland	34	Oakland, Cal.	Nov.	2
Gustafson, Martin	17	Sweden	61	San Francisco, Cal.	Nov.	17
Hansen, Carl	395	Denmark	35	Seattle, Wash.	Jan.	26
Hendricksen, Ben	623	Sweden	36	Koggiung, Alaska	July	2
Hillman, John	496	Finland	33	Seattle, Wash.	Aug.	31
Ham, Harry	115	U. S. A.	38	Fort Stanton, N. M.	Aug.	7
Hansen, Peter	41	Norway	66	San Francisco, Cal.	Sept.	4
Hansen, Mike	665	Norway	27	Tacoma, Wash.	Sept.	8
Helgersen, Henry	822	U. S. A.	32	Orca, Alaska	Sept.	
Hendricksen, J. A	49	Finland	40	San Francisco, Cal.	Dec.	7
Hansen, Fred	777	Norway	40	San Francisco, Cal.	Dec.	16
Jacobsen, Rasmus	529	Norway	33	Oakland, Cal.	Jan.	29
Johnson, Rasmus	78	Norway	62	San Francisco, Cal.	Feb.	9
Johanson, Sven	905	Sweden	54	Drowned from S. S. "Costa Rica"		
Johnson, Olaf	571	Norway	56	Anchorage, Alaska	June	24
Jonson, G. W	764	Finland	33	Oakland, Cal.	Sept.	27
Johnson, Alf	93	Sweden	39	Seattle, Wash.	Oct.	29
Knutson, Frank	25	Sweden	39	San Francisco, Cal.	Dec.	8
Lehtonen, Arthur T	693	Finland	34	At sea, Tacoma	Apr.	15
Landaas, Carl H	455	Norway	35	Oakland, Cal.	June	4
Lawrence, Oscar	65	Norway	51	Nushagak, Alaska	June	11
Larsen, Engwall	334	Norway	32	Soap Lake, Wash.	Nov.	1
Larson, Charles	4	Sweden	42	San Francisco, Cal.	Dec.	26
Larsen, Peter	304	Denmark	32	Oakland, Cal.	Dec.	23
Matson, Armas	871	Finland	25	Fort Stanton, N. M.	Oct.	4
Magnusen, Harald R.	932	Norway	33	San Francisco, Cal.	Oct.	18
Mirand Rosalio	644	Mexico	46	San Francisco, Cal.	Apr.	17
Malerba, Guiseppe	329	Italy	31	San Francisco, Cal.	Dec.	8
Nyman, Victor	182	Finland	38	San Francisco, Cal.	Mar.	1
Olsen, Peter Th	279	Norway	39	San Francisco, Cal.	Feb.	13
O'Keefe, Paddy	134	U. S. A.	39	San Francisco, Cal.	Apr.	18
Orlando, Joe	417	Italy	22	Pittsburg, Cal.	Nov.	5
Penserone, Gasparo	658	Italy	32	San Francisco, Cal.	Jan.	5
Parode, Luigi	746	Italy	27	San Francisco, Cal.	Jan.	7
Plate, Henry	189	Germany	40	San Francisco, Cal.	Jan.	28
Petersen, I. A	99	Sweden	44	Tacoma, Wash.	Oct.	7
Peterson, Nick	744	Russia	34	San Francisco, Cal.	Oct.	14
Ross, Hans	111	Norway	39	Fort Stanton, N. M.	July	24
Rynberg, Jaspar D	238	Holland	34	Alameda, Cal.	Oct.	30
Strasdin, A. W	1135	Russia	30	San Francisco, Cal.	Feb.	9
Salvini, Orazzi	445	U. S. A.	36	Orca Alaska	Mar.	1
Sinyard, Albert	27	N. Scotia	51	San Francisco, Cal.	Mar.	12
Sorensen, Anton	1230	Norway	58	Larson's Bay, Alaska	June	1
Simonson, Thomas	1294	Finland	37	San Francisco, Cal.	Nov.	2
Thorrell, Carl	182	Sweden	35	San Francisco, Cal.	Feb.	5

A story is told of a collection of stamps which was sold recently in Paris for 80,000 francs. The owner of the collection is the son of a French banker in Petrograd who, when conditions began to be thoroughly unpleasant in Russia under the Bolshevist regime, asked leave to return to France. This was granted on condition that he should take only 1000 francs with him. The sum was somewhat inadequate, but the Frenchman was a man of resource. He bethought himself of his stamp collection, made many years before, and, during his last few days in Russia, he exchanged as many of his personal valuables as possible for stamps. He then left the country with the regulation 1000 francs in his pocket, and in his holdall a stamp album.

"One of the things that strike me with regard to all co-operative associations is that the characteristic feature of an active life is co-operation."—President Woodrow Wilson.

Dr. Samuel Schwab claims that the oldest good story is the one about the boy who left the farm and got a job in the city. He wrote a letter to his brother who had elected to stick by the farm, telling of the joys of city life, in which he said: "Thursday we auto'd out to the country club where we golfed until dark. Then we trolleyed back to town and danced until dawn. Then we motored to the beach and Fridaved there." The brother on the farm wrote back: "Yesterday we buggied to town and baseballed all afternoon. Then we went to Ned's and pokered till morning. Today we muled out to the cornfield and gee-hawed till sundown. Then we suppered and then we piped for a while. After that we staircased up to our room and bedsteaded until the clock fived."

The term "profiteer" is becoming almost as odious as the term "buccaneer" once was. The methods of the former are plainly as "raw" and unscrupulous as were those of the latter.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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PETERSBURG .....Alaska

UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Ore.....P. O. Box 138

Labor News

Secretary of Labor Wilson has warned that within 30 days there would be a dangerous overflow in the labor market if necessary employment was not found for thousands of demobilized soldiers.

Senator Otis has introduced a bill in Sacramento providing for the retirement on half pay of State employees who have been in the State service twenty-five years continuously or after twenty-one years continuous service if more than 70 years old.

Twelve States—California, Colorado, Idaho, Illinois, Indiana, Iowa, Missouri, Montana, Nebraska, North Dakota, Oregon and Utah—reported a surplus of common labor to the Department of Labor. In the South there is a general shortage of labor in all trades, while the belt from Connecticut to Minnesota show surpluses in special branches.

Probably half of the 2,000 women in the State of Montana who have taken the places of men in industrial positions during the war emergency will continue to hold their jobs after the return of soldiers and war workers, according to advices received by the State Industrial Accident Board, which has supervision of industrial conditions in Montana.

Senate opponents of Child Labor, whose efforts were temporarily frustrated by the act of the Supreme Court in declaring the Federal Anti-Child Labor Law of 1916 unconstitutional, have secured the approval of the Senate for an amendment to the Revenue Bill which places an extra tax of 10 per cent. on profits made from child labor. The vote stood 50 to 12.

There is a surplus of labor in the mines on the Comstock Lode, says a statement sent out by the Miners' Union. It says there is room for no more miners. Other camps have been notified. In the past few weeks hundred of miners have flocked to Virginia City under the impression that work is abundant there. All the companies are working full-handed.

John A. O'Connell, secretary of the San Francisco Labor Council, has received his commission from the League to Enforce Peace as a speaker. He has also been requested to nominate twenty additional speakers for the California district. The league is waging a forceful campaign in favor of a League of Nations to Enforce Peace with the hope that the idea will be included in the peace conclusions.

An agreement between the Bethlehem Shipbuilding Company and the thirteen international unions comprising the Metal Trades department of the American Federation of Labor, whereby the unions are recognized as representing the employees, was announced by the Metal Trades Department. Committees of five representing each side will consider jointly all matters arising out of the agreement, an arrangement which the department said was a distinct departure from any existing procedure, greatly simplifying relations between employer and employee. It was said to be the first step on a large scale to link up the shop committees with the international unions. Plants at Quincy, Mass., San Francisco, Baltimore and elsewhere, employing 75,000 men, are affected by the agreement.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Anslitz, John
Aase, O. R.
Andersen, John
Aien, Hans
Advisory, Nels
Akesen, A. R.
Alixis, H.
Anderson, Sam
Andersen, Alfred
Anderson, A. H.
Andersen, hos.
Backshom, C. F.
Barry, W.
Ball, W. J.
Berg, K. G.
Beck, Johanes
Bittner, Fred
Bloom, R.
Brandt, Otto
Bramley, E.
Bradsburry, Geo. T.
Budd, Roy
Burns, John
Burger, C.
Carlson, C. A.
Carlson, J.
Case, Chas.
Cavanough, Jas.
Carlson, Gustav
Carlin, C. A.
Christofferson, Birge
Christian, C. J.
Cochram, R.
Craig, Thos.
Dahlberg, Eric
Donovan, John
Duncan, H.
Detmanson, D.
Eckstrom, George
Fernquist, C. W.
Fagen, O.
Farquhar, B.
Felsh, Chas.
Freestone, A. W.
Fredriksen, J.
Girndisson, Ed.
Gronseth, Johan
Gronroos, E.
Gittler, Karl
Grassam, Joe
Gran, A. -1116
Gronlund, John
Hansen, Olaf
Henricksen, Ch. -2503
Hilliard, C. R.
Hetman, V.
Hansen, Adolf
Hansen, Hans
Hanson, N.
Hansen, Emanuel
Hanson, Jorgen
Halversen, Elmer
Henderson, R. D.
Herman, Ed.
Henriksen, Torkeld
Heidenberg, Gus
Hicock, Earl
Holm, K. J.
Halmm, K.
Holmberg, Ernest
Holke, G. P.
Hagstrom, K. I.
Hunter, Leroy
Hyde, W.
Iversen, Ole
Isakson, J. K.
Isnigs, Henry
Ingoaldson, Arthur
Josefson, Ben
Jensen, Henry
Jorgeson Fredrick
Jensen, J. J.
Jensen, Gustaf
Jensen, Hans
Johanson, P. M.
Johnson, John
Johnson, Jack
Johson, E. C.
Johnson, Gust
Jonas, A. H.
Johanson, G.
Jorgensen, John
Krueger, Johan
Karlson, G. A. -1190
Kattel, Joseph
Kluff, W.
Kallo, M. K.
Kasperson, E.
Kaskonan, W.
Kappen, Bernt
Kaas, Nels
Karlson Georg
Kakton, Ed.
Karlson, W.
Kluit, Herman
Kluff, N.
Knudsen, B.
Knipph, Louis
Kallo, K.
Kroon, L.
Larsen, A. M.
Larsen, Alexander
Landstrom, G. H. M.
Lewis, O. J.
Lilljegren, D.
Liljedal, A.
Liljegren, S. D.
Ljungstrom, O.
McLeod, John
Mikkelsen, K. -1620
Mikkelsen, Holder
McDonald, Wm.
McPherson, James
Muier, James
Mattson, John
Mahler, H. R.
Magnusen, C. G.
Mathisen, Jorgen
Melder, A.
McKenzie, D. J.
McKenzie, James
Miller, Tom
Mitchell, Alex
Mortensen, K. A.
Mogren, Elmer
Mulligan, J.
Michalson, A.
Nelson, A. W.
Nelson, Henning
Nelson, C. C.
Nelin, Paul
Nelson, Nels
Nelson, A. H.
Nelson, Chas.
Nordhohn, Anton
Nerberg, Axel
Nordquist, K. N.
Nyman, Sigurd
Nyman, J. E.
Overlaud, Oscar
Olsen, Hjalmar
Odall, E. W.
Olsen, Bengt
Alsen, A. B.
Olson, Oswald -1350
Olsen Ingvald
Olsen, C. E.
Owens, Wm.
Patterson, Peter
Pancheck, Carl
Petersen, H. G.
Petersen, Chr.
Pedersen, P.
Pedersen, J. A. V.
Pedersen, Albert
Pedersen, N. B.
Pedersen, H. S.
Porter, J.
Ring, W.
Reinhold, Gustaf
Revheim, O.
Risnes, Georg
Ronberg, N.
Rockower, Max
Ronkved, Oge
Rude, J.
Rund, Nils
Rud, Nils
Running (Package)
Sund, Alex
Swanson, Wm.
Sauer, Ernil
Corsensen, G. S.
Sorensen, Henry
Severn, Howard
Schafer, W.
Seberg, Gust
Schyster, Carl
Skjaldenberg, T. P.
Slippir, Karl
Slittedal, —
Slack, P.
Sidon, George
Smith, J. R.
Spillman, S. S.
Strom, Oscar
Swanson, John
Sverdrup, T.
Sunde, A.
Trygg, Gust
Taylor, W.
Tapper, A. E.
Thomsen, Wm.
Tingberg, Axel
Tindal, Peter
Wurst, Walter
Walker, G. E.
Wilson, H. J.
Waage, Bert
Wanaka, Martin
White, W. S.
Williams, A. B.
Westerlund, Albert
Williams, John
Wick, John
Williams, T. C.
Wickman, J.
Wadum, T. J.
Wilson, Alex
Walker, W. T.
Udwa, N. R.

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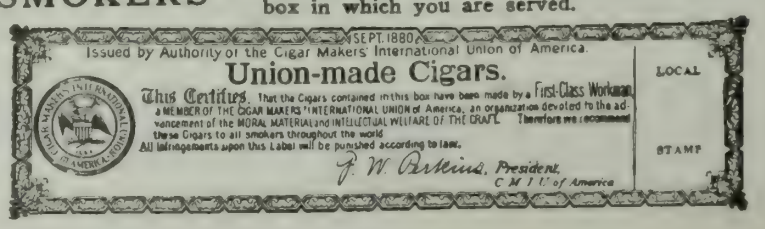

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Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

Honolulu, H. T.

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INFORMATION WANTED.

Members of the crew of the SS. 'Brazos," which salvaged the SS. 'Iroquois," about March, 1918, should file, as soon as possible, with me, their claim for their share of the salvage money, or communicate with me at once, as I have noticed the case for trial, and confidently anticipate a verdict in the favor of seamen, for a considerable amount.

ISIDORE A. RABINOW,
Attorney for Seamen,
277 Broadway, Room 401,
New York City.
1-8-19

Members of the crew of the steam schooner "Florence Olsen" who signed articles at New York on September 15, 1918, for a voyage to Central America and return, and who were on board said schooner at the time she salved the steam schooner "Claremont" near the Tucker Islands, off the coast of Nicaragua, on October 31, 1918, and towed her into Christobal, will kindly communicate with Silas B. Axtell, 1 Broadway, New York City. 12-25-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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Brandt, L. J.	Mikkelsen, Harry
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Geiger, Joe	Powell, H. A.
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Kangasniumi, E.	Petersen, Anton -1675
Henriksen, Henrik G. V.	Petter, G.
Hoffmeister, M. A.	Rensmand, Robert
Harding, Ellis	Ruisgaard, Soren
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Henricksen, Christian G.	Rosenblad, B.
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INFORMATION WANTED.

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Anyone knowing the whereabouts of Jan Zwart, will please communicate with Consul General of the Netherlands, Mills Bldg., Montgomery and Bush streets. 10-23-18

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Home News

Over thirty-five per cent. of all the electric lighting systems in the United States are publicly owned. There are now 1851 municipal plants.

Attorney-General Thomas W. Gregory has tendered his resignation, to take effect March 4. President Wilson has accepted the resignation and will announce Mr. Gregory's successor soon after his return from abroad.

The annual convention of the Associated Advertising Clubs of the World will be held in New Orleans October 26 to November 1, these dates having been approved by W. C. d'Arcy of St. Louis, president of the association.

A war on yellow fever, which is hoped will result in its complete elimination, is being launched by the Rockefeller Foundation, under the direction of a special commission headed by Dr. William C. Gorgas, according to George E. Vincent, president of the organization.

The war has been the undoing of German music and as a result America is released from the sway of Prussianism in music, Professor T. Carl Whitmer, municipal director of singing at Pittsburgh, Pa., declared at the Music Teachers' national convention. The war has exploded the myth that Teutonic music was peerless in that although the music has been prohibited in allied countries, as much inspiration has been received from non-Teutonic compositions, the professor said.

More than $10,000,000,000 worth of minerals were mined in the United States in 1917 and 1918. This was shown by preliminary estimates for the year, combined with final figures for 1917, made public recently by the Geological Survey. The total for last year was estimated at $5,160,000,000, against $5,011,000,000 the year before, and $3,513,972,000 in 1916. The 1918 output of metallic products including pig iron, copper, ferro-alloys, lead, zinc, gold, silver and aluminum was valued at nearly $2,000,000,000.

The cost of living in New York State has increased 62 per cent. since 1914, according to figures made public by the Consumers' League of New York. The figures, taken from records of actual living expense of 1760 women, showed an average weekly budget of $14.62, including room and board, $6.67; clothes, $4.60; carfare, medical care and incidentals, $3.35. The average weekly budget for a working woman in 1914 was $9. Women's clothing has increased 112 per cent.; food, 65 per cent.; fuel and light, 25 per cent., and incidentals, 62 per cent.

The following illuminating facts are worthy of careful thought and analyzation. The stupendous growth since the beginning of the war is marvelous. The quotation is from the Sun, and reads: "Our national wealth has grown from probably less than a billion at the beginning of the last century to seven billions in that century's middle year and to nearly 190 billions at the beginning of this war, and probably, according to the estimate of impartial foreign authority, to 250 billions at the present time. Never in the history of civilized progress has there been a comparable example of prosperous growth self-produced and inflowing."

Domestic and Naval

The House bill for distinguished service naval insignia, similar to that authorized for the army, was passed by the Senate.

The United States army transport "Tuckahoe," which sailed from New York for St. Nazaire, was reported by wireless as leaking badly and putting into Halifax.

New York and New Jersey are close to an agreement in dealing with the great problem of developing the port facilities of New York. Governors Whitman and Edge are ready to submit to the Legislatures of the two States the interstate agreement now completed.

The last annual report of the United Fruit Company, Boston, shows that of the fleet of twenty-three ships owned by the company under American registry seven are being operated in the fruit trade and sixteen are in the service of the Government. Of the fourteen British ships owned by the British subsidiary, Elders & Fyffes, Limited, two remain in the fruit trade with the rest in the Admiralty service. During the year seven ships, six British and one American, were lost. The company's fleet is carried on the books at an approximate valuation of $71 a ton.

Dating from January 1, masters of vessels owned or requisitioned by the United States Shipping Board, plying between Atlantic and Gulf ports, will receive from $300 to $375 a month, depending on the size of the ship. Chief engineers will receive from $212.50 to $287.50, first officers and first assistant engineers from $181.25 to $206.25, second officers and second assistant engineers from $162.50 to $187.50, and third officers and third assistant engineers from $143.75 to $168.75 monthly. Some members of the Board wanted the pay to apply to all vessels in the American Merchant Marine, whether controlled by the Shipping Board or not, but this matter was compromised by an agreement to urge private owners to meet the new scale.

Two of the French auxiliary schooners en route from the Pacific to Europe have met with mishap during the voyage. The "Thann," previously reported ashore at Colorado reef, had been floated, apparently in good condition, excepting for the damage received when the vessel struck. The "Thann" is now at Havana, where a survey is being made. The "Fraternity," en route from Seattle to Nantes, has arrived at Panama with the boilers and engines damaged. Incidentally, the advices recall the story told by one of the French commanders when his craft put into San Francisco with dead engines. He had come in under sail about the time his agents expected to hear of his arrival at Panama. The second day out of Seattle the starboard engine broke down. It was fixed in two days. Another day passed and the port engine refused to perform, and two more days were lost; and then, one day after repairs had been made, both engines went on "strike." The engineers tinkered for two days, but nothing could be done. The skipper finished the narrative as follows: "I then spread my sails, lit a cigarette and started for San Francisco by the power of the wind at a two-knot clip, and am here. I like the ship to be all sail or all engine. What you call the auxiliary craft I do not like."

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Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

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Jensen, Emanuel
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Jensen, H. -2425
Jensen, Jens
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Swanson, L. R.
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Tanning, T.
Tanman, Robert
Taival, Alfred
Thompson, Ben
Thomsen, Wilhelm
Thorsteinssen, S.
Tikka, Waldr.
Tomson, K.
Torjusen, G. -41
Torvik, S.
Townsend, A.
Tysk, J. H.

Ulla, Ola
Unkila, Paul
Van Keppel, J.
Vand der Leek, John
Veckendstedt, Wm.
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Wallenstrand, Carl
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Nelson, A. -1092
Olson, Knut
Oveson, A.
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Spence, Oswald

INFORMATION WANTED.

In Re S.S. "Argonaut" vs. S.S. 'Jason": Members of the crew who have retained me are advised that the underwriters have given me positive assurance that they will be treated fairly in adjusting this salvage claim. That the delay is caused by their inability to ascertain who are the owners of the cargo and its value at the time delivered abroad and when the salvage was performed. There is no action that I can take that would hurry the matter. Said they are acting in good faith.

SILAS B. AXTELL,
New York City.
1-8-19

Traveling Salesman (in Hickville Hotel)—I don't suppose there's anything in the cabaret line in this burg?

Landlord—Sure there is. Our foresighted liveryman had one or two laid aside for a motorless Sunday.—Buffalo Express.

Percy—Ai'm awfully glad the waw's ovah in Fwance.

Doris—What are you talking about? The war isn't even beginning to end.

Percy—Ai didn't say it was. Ai merely said Ai was glad it was ovah n Fwance.—Tit-Bits.

"I understand he's working for the government."

"Yes."

"What's he doing?"

"I don't know exactly, but he's got an office job in Washington that requires him to wear spurs."—Detroit Free Press.

"Bliggins says he's going to break into the army for fear of being a non-essential."

"But," protested Miss Cayenne, "won't he be just as non-essential in the army as he is anywhere else?"—Washington Star.

First Private (over there at a rest station)—There's a bishop coming to preach to us at 9 in the morning and a vaudeville star to dance for us at 10.

Second Lieutenant—Wake me up at 10.—Life.

"With all your debts you have the assurance to ask for the hand of my daughter? What are you thinking of?"

"My debts."—Boston Transcript.

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When making purchases from our advertisers, always mention The Seamen's Journal.

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

INFORMATION WANTED.

Members of the crew of the S. S. "Macona," who signed Shipping Articles at New York about April 1st, 1917, are entitled to a share for salvaging the said ship when she was partly wrecked near Havre, France. Members of the crew of the said ship should file, with me, their claims for their share of the salvage money, which I am now trying to collect for other seamen.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the S. S. "St. Charles," which salvaged the S. S. "Tea" in 1917, who have not yet filed with me their claim for their share of the salvage money, should do so as soon as possible, as the case will come up for trial in a very short time.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the "Florence Olsen," who were on board the said steamship when she salvaged the "Claremont" on October 31, 1918, off the coast of Nicaragua and brought her to Cristobal, should file with me their claim for their share of the salvage money as soon as possible, as I am taking up on behalf of other members of the crew the collection of salvage money due them.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

News from Abroad

Japan and America have reached an understanding regarding control of the Trans-Siberian Railway. The allies have given their consent to the Japanese-American understanding.

General Ludendorff, former quartermaster general of the German army, has arrived at Leipzig from Sweden and will write a book vindicating his administration of the war.

The Canadian Government has created a fund of $25,000,000 to be used in the form of loans to the several provincial governments of Canada in carrying out the programs for better housing.

No matter which party obtains a majority in the national assembly of Germany as a result of elections the workmen's and soldiers' council will continue in power, Hugo Haase, independent Socialist, declared in an interview.

Sinn Fein determination to sit in no Saxon parliament will enrich the national treasury by more than $100,000 in forfeited pay checks. To this will be added another $60,000 in election fees deposited and lost to the depositors if they do not take their seats.

Japanese have raised objection to American engineers building the wharf at Lungkow, a contract which was let to an American firm for $130,000. The Japanese claim that the understanding of 1915 provides Japanese shall be given preference in all port work.

Serious disturbances have taken place at Mount Joy Prison, where a number of Sinn Feiners have been imprisoned as ordinary prisoners, while claiming treatment as political offenders. The prisoners are reported to have broken the windows and damaged the cells.

France and Belgium are in the immediate need of 60,000 tractors. British manufacturers can only turn out 1000 a year, and France only from 2,000 to 3,000. All large orders are therefore being sent to the United States and Canada. They will have to supply Europe with 50,000 tractors every year for some years to come.

Commenting on reports of fears in Great Britain of the spread of Bolshevism in Germany, United States State Department officials said the great danger lay in the shutting off of industry. Closing of German factories either by lack of raw materials or markets for the finished products, they said, would force thousands of men into idleness and inevitably lead to Bolshevism, and with industry at a standstill the Allies might as well give up all hope of collecting any indemnity.

A detailed account of the general strike in Switzerland, in which 900,000 workers participated, and in the course of which postal, telegraph and transportation service were entirely interrupted, has been received. It appears that the strikers demanded new eletcions to the Parliament on the basis of proportional representation, woman suffrage, popular reorganization of the Army, guarantee of food supply in co-operation with agricultural producers, a 46-hour week, general obligatory labor, state monopoly of importation and exportation, old-age and invalidity insurance, and payment of the public debt by the propertied classes. After three days, however, the strike committee was persuaded to call off the strike.

With the Wits

"I was a fool when I married you."

"Everybody remarked how well matched we were."—Boston Transcript.

"I love the ground you walk on," he said. And a little later inquired: "Does your father own this property?"—Kansas City Journal.

Sweetie Girl—My father says there is a movement on foot——

Alarmed Young Man—Oh, then, I had better go.—Baltimore American.

"Food is getting more expensive every day."

"Yes," answered the man with the cabaret tastes; "and even more expensive at night."—Washington Star.

Customer—Will you give me a written guarantee that it's a genuine Van Dyke?

Dealer—I can't do that, madam, but I'll give you my word of honor.—Life.

"So the doctor told you to go to a warmer climate. What was the nature of the trouble you consulted him about?"

"I went there to collect a bill."—Boston Transcript.

"That man says he wants an investigation."

"I don't blame him," replied Senator Sorghum. "Sometimes the best way to cause people to forget all about you is to be investigated."—Washington Star.

"How is it you couldn't sell that dame a dictionary? Did you tell her the dictionary had forty thousand words?"

"Yes, but she had more words than that, and she used 'em all, telling me she didn't want it."—Louisville Courier-Journal.

Mr. Colfax (viewing Niagara cataract)—What a tremendous volume of water! Can you tell me the number of tons which go over the brink each second?

The Last Hackman—Me eyes ain't what they used to be, sir, but you can count 'em for yourself.—Buffalo Express.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 21. SAN FRANCISCO, WEDNESDAY, JANUARY 29, 1919. Whole No. 2523.

THE I. S. U. OF A. CONVENTION

A Summary of the President's and Secretary's Reports

The twenty-second annual convention of the International Seamen's Union of America was called to order in Galveston, Tex., on Monday, Jan. 20. In accordance with the usual custom The Journal herewith submits a résumé of the President's and Secretary's reports.

The splendid progress made by the organized seamen and fishermen of the United States and Canada is perhaps best illustrated by the fact that the delegates in attendance at the Galveston convention represented 50,000 members in good standing on the books of the respective district unions.

A summary of the convention's proceedings will be published in a subsequent issue of The Journal.

INTERNATIONAL SEAMEN'S UNION OF AMERICA.

Legislative Report of President Furuseth.

To the Twenty-second Convention of the International Seamen's Union of America.

Comrades:—A full and detailed report upon the International Union's legislative activities since our last convention would make a very bulky volume.

An effort has been made, therefore, to compile for this convention a résumé of the more important legal problems only.

Up to the day the armistice was signed there was a seemingly endless controversy regarding the conscription of Seamen for the Army. Numerous decisions and opinions were secured upon this subject, but since the enforcement and interpretation of the Selective Service law was largely in the hands of local boards, often without any conception of the Seamen's peculiar status, there was no end of trouble over individual cases of bona-fide seamen who had been drafted because their absence from home had prevented them from complying with the rules and regulations of their respective local boards. However, now that the war is over it is scarcely advisable or desirable to refer at any length to any of the more important rulings issued upon this question, from time to time, by the Provost Marshal-General. In all probability the selective draft will not be used again during the life of the present generation. Hence, it would seem the best policy to close that subject without further comment.

During the early part of last year a determined effort was made by certain interests that had always opposed the Seamen's Act to place practically the entire merchant marine under Navy control. This, of course, would have meant an end to all our work at Washington and a virtual closing down of the Union's activities during the war. It was a long and often discouraging task to convince those in authority at Washington that it was not to the best interest of the Nation to inaugurate an all-Navy manning policy. In a carefully prepared brief, entitled "Merchant Seamen, vs. Naval Reserve Men," the following main points were driven home:

"1st. That those men are landsmen with a bare smattering of marling spike seamanship, taught on shore, and that it would be unsafe to entrust the vessels to be manned by such men.

"2nd. That it would be a waste of manpower; the ratio of naval men to merchant seamen is usually three to one—and then gave some instances of this kind of manning.

"3d. That it was a waste of tonnage; the extra men must be housed somewhere and part of the cargo space must necessarily be taken for that purpose.

"4th. That it would be a waste of skill and loyalty, the men now sailing finding themselves displaced by men whom they knew to be less efficient would, of course, assume that such action could only arise from a doubt of their loyalty and their good faith in sailing and taking the risks of the submarine; such feeling would surely turn the milk of loyalty sour; they would find other and very likely more lucrative employment and the nation would lose their skill and their loyalty."

It is hardly necessary to report that we were successful in preventing the all-Navy manning scheme, although throughout the year there were renewed efforts, occasionally, to reopen this question.

The Seamen's Compensation Bill.

The Buffalo convention instructed the Legislative Committee to have both compensation bills submitted to said convention together with any other bill or bills they may draft, or that may be submitted to them for analysis, presented to all other maritime organizations that care to interest themselves for the purpose of co-operation.

Accordingly, I visited both the annual conventions of the licensed officers, laid the matter fully before each, and they appointed committees to look into the question and to confer. These committees met; I was with them. It was agreed that the principle should be adopted by the separate conventions as a remedy in addition to all now existing remedies; that the two bills should be sent to Attorney Hutton, (his draft being considered the best), for such correction and improvement as might after closer study be deemed needed; that copies should then be sent to each organization for final approval and then be introduced as the joint measure of all actual seamen. None else to be included because of the constitutional difficulties.

Later, Senator Hiram W. Johnson of California, at our request introduced the bill agreed upon by all the organized marine workers. It is known as S. 4342 and has been printed in full in The Journal.

Owing to the extraordinary conditions prevailing in Washington during the war we have not made the desired progress with this much needed legislation. However, nothing should hinder us now to get the bill out of committee, particularly since the Supreme Court has decided that Section 20 of the Seamen's Act means nothing. The Chelentis Case—"Chelentis, vs. Luckenback St. Ship Co."—was decided against us. Peter Chelentis lost his leg because he obeyed an order given by an engineer and the Court holds that the fellow servant principle has nothing to do with a maritime tort or any damage that a seaman may suffer. In other words the vessel is not responsible for any foolish order made by an officer.

(It should be said, in this connection, that the bill introduced by Senator Johnson was referred by the Senate Committee to the Shipping Board for an opinion. At the time of writing this report no opinion had been rendered.)

The Seamen's Act in the Courts.

When, shortly after the signing of the armistice it became evident that the question of involuntary servitude and perhaps even the question of "regulating" Merchant Seamen's wages would come before the Peace Conference, I submitted the whole problem to members of the Executive Council. By their vote I was directed to proceed to France at once and endeavor to bring about an understanding with the Seamen's Unions in Allied and Neutral countries, with a view of meeting any issue affecting our craft that might come before the Peace Conference.

I had in mind also that, according to previous action by the Inter-Allied Labor Conference, an International Labor Congress is to be held at the time and place where the Peace Conference will meet and that it was imperative to have someone with a full knowledge of our problems at said Congress.

At the time of penning these lines, just before leaving New York, several of our most important legal cases are pending in the Supreme Court of the United States. In all likelihood a decision will be rendered upon these cases before the Galvestion Convention is called to order. I have therefore asked the attorneys who have taken care of the bulk of our legal work to prepare up-to-date summaries of the more important cases affecting seamen with the intention of submitting their compilation as a part of my report to the convention.

(The reports submitted by the attorneys follow.)

Offices of
SILAS BLAKE AXTELL.
New York, December 14, 1918.

International Seamen's Union of America, National Hotel, Washington, D. C.

Gentlemen:—I beg to submit the following report as to the present status of various cases which I have handled, in which the local Sailors'

or Firemen's Union or the International Seamen's Union of America was interested.

1. Dillon vs. Strathearn, involving constitutionality of Section 4530 of the Seamen's Act; decision pending by Supreme Court of the United States; argued November 5th, 1918.

2. Sandberg vs. Talus, involving Section 10 of the Seamen's Act—advances; same status as Dillon vs. Strathearn.

3. Neilson vs. Rhine, involving Section 10 of the Seamen's Act—advances on American vessel made in foreign ports—same status as Dillon-Strathearn.

4. Hardy vs. Windrush, same facts and status as Neilson-Rhine.

5. Pinero vs. Rio Grande, this is a case of wrongful discharge; see adverse decision from Judge Manton, U. S. District Court. Appeal taken to U. S. Circuit Court of Appeals; still pending.

6. Hansen vs. Silver Shell; case of advances in foreign ports; bad food, overtime; tried before Judge Garvin; decision against the seamen. Have been advised by Mr. Brown, agent, New York, to take an appeal. Minutes of trial have been ordered; case will go on.

7. Vanderplug vs. Hugamont; case of bad food, British Bark. Pending in District Court, Eastern District of New York.

8. Von Beekum vs. Veerhaven; received adverse decision to seamen under Section 4530 in U. S. District Court, Eastern District of New York. The court held that the seamen had not made a proper demand; had instructions to appeal the case; have appealed; case pending decision of Supreme Court in Dillon vs. Strathearn, etc.

9. Hansen vs. Earl of Elgin; received adverse decision in the District Court of facts similar to those in Talus. Advance on foreign ship in foreign port. Will be governed by the Talus case. Appeal pending in U. S. Circuit Court of Appeals, Second Circuit.

10. Anderson vs. Oswen; this case involves interpretation or meaning of Section 4530; what is half wages? Tried before Judge Garvin in the Eastern District of New York. Appeal to Circuit Court of Appeals pending. Will hold in abeyance until Supreme Court decides the three cases argued on November 5th, 1918.

11. Fliers vs. Sitabondo; Dutch vessel; action for half wages under Section 4530; on calendar U. S. District Court, Eastern District of New York. Will not try until Supreme Court decision has been handed down.

12. Emerson vs. Hugamont; now in Eastern District of New York; pending trial; British ship; Section 4530; demand for half wages involved. Will hold up, pending decision of the U. S. Supreme Court.

13. Lucas vs. Westmeath; we won this case in the U. S. District Court, Eastern District of New York; demand for half wages; appeal to U. S. Circuit Court of Appeals taken by owners of Westmeath, a British ship. Appeal held up pending Supreme Court decision.

14. Jacobsen vs. Delagoa; unintelligible decision by the United States District Court, Eastern District of New York; involving interpretation of Section 4530, similar to Anderson vs. Oswen. Appeal taken by seamen in order to protect them; held up pending decision of Supreme Court at Washington. Case now on calendar U. S. Circuit Court of Appeals.

15. Abdu vs. Nigretia; decision just handed down by U. S. Circuit Court of Appeals, affirming the decision of the District Court, but on different grounds. This was a decision by Judge Manton to the effect that seamen were not entitled to their wages because they had not made the proper demand contemplated by the statute under Section 4530. Circuit Court of Appeals affirmed the dismissal of the libel on the ground that the seamen were deserters before they made a demand for half wags. I think I shall recommend application to the Supreme Court for writ of certiorari. Length of time to make application is 30 days. Special report following.

20. Patterson vs. Lepanto; action for half wages involving Section 4530. U. S. District Court, Eastern District, followed Circuit Court of Appeals, Third Circuit in Neilman-London case. No appeal taken as it did not appear to be a good case for review.

21. Falk vs. Harold; Swedish vessel; pending in the U. S. District Court, Southern District of New York; involves Section 4530; demand for hali wages. Will be held up pending decision of the U. S. Supreme Court.

22. Jansen vs. Italia; a favorable decision received in the U. S. District Court, Eastern District of New York, by seamen who were represented by the Legal Aid Society, Seamen's Branch. We filed a petition as amicus curiae in the appeal, taken to the U. S. Circuit Court of appeals. Case involves section 4530, demand for half wages made by the crew. The court disregarded advances made to seamen in English port; vessel being Belgian. Appeal was taken by the owners of the ship to the U. S. Circuit Court of Appeals, second circuit. We succeeded in having the case held off for argument pending the Supreme Court Decision in Strathearn and others.

23. Johnson vs. Guffy; case referred by Mr. Brown, agent Seamen's Union. Action to recover wages of seamen discharged abroad at end of six months period for which they were hired, by reason of the taking over of the vessel by the Emergency Fleet Corp. The owners, Gulf Refining Co., have been talking settlement, and the case probably will not be tried.

24. Johnson vs. Talus; this is an action pending in the U. S. District Court, Southern District of New York, involving Section 4530 and Section 10 of the Seamen's Act, as to advances made in foreign ports. Same as Talus case now pending at Washington before the Supreme Court. It is also the same ship.

Yours very truly,
(Signed) S. B. AXTELL.

HOWARD & PEGUES.
Lawyers.

Mobile, Ala., Dec. 17, 1918.

International Seamen's Union of America, Washington, D. C.

My Dear Sirs:—At the request of Mr. Andrew Furuseth, who is now in Europe, I beg to report to you, to be incorporated in the Annual Report, concerning certain legal matters arising at this port, in which the Union is interested and which were handled by me at the request of and on behalf of the Union:

Erik Sandberg et al. vs. British ship "Talus."—The seamen in this case were foreigners, who had shipped aboard the "Talus" at Liverpool, where they were paid wages in advance. They sailed to Barbadoes, thence to Mobile, where they demanded half wages under Section 4, of the Seamen's Act. The master insisted that he had a right to credit the advance paid to them in England, which, if done, would have defeated the demand of the men. The seamen insisted that Section 11 of the Act, which forbids advance wages, was applicable to foreign vessels when the payment was made abroad. The District Court so held, but on appeal the cause of the seamen was defeated in the United States Circuit Court of Appeals. Appreciating the fact that the rule laid down by the Circuit Court of Appeals would affect thousands of men, I called the matter to the attention of Mr. Andrew Furuseth, who authorized me to prepare a writ of certiorari to the Supreme Court of the United States, which was done, with the result that the petition was granted and the case ordered up. Mr. W. J. Waguespack of New Orleans was associated with me in this matter. The case was consolidated with the "Strathearn" and the "Rhine" and the "Windrush," and under the title of the "Seamen's Act Cases" were argued in the Supreme Court of the United States, Nov. 4th, 1918, at which time the government of the United States filed a brief and through Mr. Assistant Attorney General Brown, made an oral arguemnt in behalf of the seamen, and the British Government filed a brief in opposition through Mr. Frederick R. Coudert of New York. Mr. Axtell, of New York, Mr. Waguespack of New Orleans and myself argued the case for the seamen. The case was submitted to be one of vital importance not only to the seamen, on account of the precedent to be laid down by it, in establishing the construction of two important sections of the Act, viz., 4 and 11, but also because it was contended that the theory of the Act was to equalize wages and to give the American Merchant Marine a chance to compete. Mr. Pillans of Mobile and Mr. Hupper of New York argued the case for the ships involved. In my opinion, it is also quite likely that certain British protective associations were interested in the matter and may have helped to bear the expenses of this litigation which were naturally somewhat heavy. The court now has the matter under advisement and it is not known, of course, when it will hand down its decision.

S. S. "Nubian."—This was a suit for seamen's wages, but developed upon the trial this interesting contention: The "Nubian" was carrying cargo for the British Admiralty and was sailing under orders of the government. It was shown that her course was directed by the British Navy. The point was made that she was therefore immune from attack by our courts in a suit for seamen's wages. It was, of course, conceded that public vessels of a friendly power, should be immune from private process. I immediately realized that the court was about to pass on a matter of vital interest to all seamen, namely whether for the duration of the war and probably for some time thereafter the vessels which were under the control of the Admiralty could be made amenable to suits under the Seamen's Act, for the protection of the seamen, and I therefore asked the court as a courtesy to the International Seamen's Union of America, to refrain from passing upon the matter until I could submit a brief for the seamen, which request was granted. I got into communication with Mr. Furuseth and obtained from him authority to appeal in case of an adverse decision, and then submitted, after careful study, a brief, submitting that the "Nubian" was not entitled to the immunity or comity rule, but that being owned and operated for account of Frederick Leyland & Co., should be treated as a merchant vessel. I was informed afterwards by the judge of the District Court that he agreed with me in this contention—but the case was decided finally upon another point and the danger of having the court exempt Admiralty vessels was thus passed.

Puddu Giovanni.—This was the case of a young Italian boy, a seaman on an Italian bark, who was thrown into jail here on a dangerous and suspicious charge. The police held him for quite a while and then the federal government charged that he was unlawfully within this country in that he was in danger of becoming a public charge and had also entered the country at a time and place not lawful under the Immigration laws. Mr. Charles Råving, local delegate of the Eastern & Gulf Sailors' Ass'n., called on me to protect this boy. I discovered that he was being very unjustly treated, especially in consideration of his youth and I filed first, a writ of habeas corpus, and afterwards submitted to the Secretary of Labor a brief in his behalf, showing that it had never been known in this country to found a prosecution against a sailor upon such foolish grounds as that he was likely to become a public charge or that he had wrongfully landed, etc., but that the only test ever required of him by the immigration officials was that he was a seaman on a foreign vessel and was about to reship foreign. I succeeded in obtaining the boy's release both from the police and the federal government.

Gordon et al. vs. S. S. "Cubadist."—This is a suit now pending in the United States Circuit Court of Appeals for the Fifth Circuit. It involves the proper construction of Section 3 of the Seamen's Act. The facts in the case are that Gordon and others signed at Boston for a voyage to Port Padre, thence to a port or ports in the Gulf of Mexico, to be discharged at an American port north of Hatteras, not exceeding six months. The ship sailed empty to Port Padre, where she loaded molasses and discharged same at New Orleans, thence she sailed to Cuba where she again loaded cargo and sailed to Mobile, at which port the men claimed that they had made a voyage to a foreign port and thence back to the United States and that under the terms of Section 3 of the Act, they were entitled to their full wages, and that they were not bound by the term of service, viz., six months named in the articles. The court ruled against the seamen and held that the word voyage was not to be construed in its ordinary meaning, that the voyage was not ended until the six months had expired and that the men could not quit the vessel at Mobile and get their wages. As there are many articles of like character in this trade I thought best to get the matter settled and took the matter up with Mr. Furuseth, who informed me that he thought it of sufficient importance to take the appeal. I expect to present this case to the Circuit Court of Appeals within the next few weeks. It will be noted that Section 3 provides that in case of vessels making **foreign voyages** the seamen are entitled to their wages within twenty-four hours after the discharge of cargo, etc.

It is readily apparent from the above that in many cases deserving seamen would be without redress in the courts were it not for the protecting arm of the Union, and also that cases of national interest, vitally affecting the welfare of your organization would have been passed on by the courts without the side of the seamen being heard, except for the vigilance of those watching after these matters before you.

I am, very truly yours,
(Signed) ALEX. T. HOWARD.

The Call to the Sea and Conferences at Washington.

I am pleased to be able to state that "The Call to the Sea," as adopted at Washington in May, 1917, jointly by the United States Government, the Shipowners and the Seamen (and published in my report to last year's convention), has been signed during the year by practically all the most important shipowners of our country.

During the early part of May, a conference of representatives of the different grades of seamen, of the shipowners and the Shipping Board was in session at Washington. The Department of Labor was also represented. The conference was called to deal with the question of how to find men for the vessels as they get ready. Shipowners from both Coasts were present and also some shipowners from the Lakes, but there were no representatives from the Lake Carriers' Association.

As one result of this conference a committee of five was appointed to formulate proper measures on the points agreed upon. The committee subsequently decided that the seaman coming to port will receive a card to identify him; this card to be countersigned by such others as may have to examine him. The point is that he will need but one card and this card will be issued by the Immigration service. All seamen will be examined for sickness and will, if on American vessels, be sent to a hospital; if on foreign vessels he will be sent to a hospital for treatment at the expense of the vessel on which he is serving.

This applies to all seamen coming within the jurisdiction of the United States. If they are stricken with a disease from which they cannot

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Control 665 Concerns.

At a hearing on the meat industry before the House Interstate Commerce Committee Chairman Colver of the Federal Trade Commission said 665 active companies are under the control or operation of one or the other of the "big five" packers, while 125 have no corporate existence. Some control of 85 other companies is exercised, he said. In 35 cases the packers' control is in the minority and in 50 the extent of their control is unknown.

The "big five" are the Swift, Armour, Morris, Wilson and Cudahy companies.

The Federal Trade Commissioner declared that the operation of refrigerator cars by independent meat packers is "theoretically possible, but in reality is a losing venture."

"Railroads furnish such poor service to small packers that they soon find that they cannot continue to operate the cars," he said. "Marked discrimination of service has been shown in many instances. Cars operated by the 'big five' averaged 80 miles a day, while the average of all other refrigerator cars is 54 miles."

Mr. Colver put into the record letters said to have passed between the Swift Refrigerator Packing Company and the Missouri, Kansas & Texas Railroad "showing how the railroad was to dismantle a stock yard at Forth Worth, Texas, which operated in competition with yards owned jointly by Armour and Swift, before the packers would give the road any traffic from that point."

To Keep Work Going.

The Department of Labor has created a new activity, to be known as the division of public works and construction development. Its purpose is to urge the construction of public works and private enterprises.

It is stated that there are but two possibilities of avoiding serious unemployment during the remainder of the winter. One is the wasteful plan of continuing on a large scale the production of war materials. The other is the development of public works and private building enterprises. The Department of Labor intends to encourage the latter theory.

High Death Rate of Babes.

Every trade union argument against low wages and their effect upon society is packed into a chart that is part of the annual report of Miss Julia C. Lathrop, chief of the children's bureau, Department of Labor.

The chart shows that the death rate for babies whose fathers earned less than $450 was 167.8 per 1,000 births, or more than one in every six. When the fathers earned $1,250 or more, the death rate for their babies was 64.3 per 1,000 births, or one in 16.

The indictment against the evils of low wages, that affect not only the family, but society as a whole was made possible by an investigation in eight cities. It is based upon interviews with mothers of nearly 25,000 live-born babies.

The report says that since these figures have been gathered, wages are probably increased, but—

"The figures recently published by the bureau of labor statistics of this department, however, showing general increases in the cost of living, afford no indication that the advantage to infant life can be at this time in proportion to the presumable increase in fathers' cash earnings."

Entitled to Insurance.

Secretary of the Treasury Glass calls attention to the confusion between "insurance" and "compensation" that exists in the minds of numerous dependents of men in the military service.

Many fathers and mothers named as beneficiaries of the Government insurance applied for by their sons have gained the impression that they must prove dependency before they can receive this insurance.

Secretary Glass asks that the widest publicity be given the fact that a beneficiary, if within the permitted class of spouse, child, grandchild, parent, brother or sister, is entitled to receive the insurance in monthly installments without proving any dependency upon the insured.

"Compensation," however, is separate and apart from insurance. Compensation may be payable in addition to insurance, but a mother or father must prove actual dependency in order to receive monthly payments of compensation, although they will receive the insurance in monthly installments if named as the beneficiary, whether they are dependent or not.

"To put the matter in a few words," said Secretary Glass, "no dependency need be shown by the beneficiary in the case of insurance, but a mother or father must prove actual dependency upon their deceased son for the necessaries of life in order to receive the additional payment of compensation."

Many Mothers Die.

Approximately 15,000 mothers in this country die every year in child birth from causes which are largely preventive, declares Miss Julia C. Lathrop, chief of the children's bureau, Department of Labor, in her annual report, just issued.

"The loss involved is immeasurable," declares Miss Lathrop. "It does not stop with the loss of vigor and efficiency to the mother. It extends, in general, to the well-being of her home and her children, and, in particular, to the motherless infant who faces a peculiarly hazardous existence.

"The prevention of maternal deaths involves the problems of making universally available and universally desired adequate care of child birth and before. When this can be accomplished a new step will have been taken in the prevention also of infant deaths among the large number of babies whose mothers escape the dangers involved in the lack of proper care."

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

For the first time in French history, big Socialist meetings are being held in Brittany.

It is understood that the Seamen's Federation of New Zealand has made a demand for a 25 per cent. increase in wages on coastal and intercolonial vessels, and 50 per cent. on the local trade.

Labor troubles in the oil fields and gold mines of Mexico during the last eighteen months have been traced to German agents, according to H. W. Crowder, general manager of the Mexican Mining Exploration Company.

The idea of working out a means of better understanding between the organizations of returned soldiers and the trade unions took definite shape recently, when it was decided at Vancouver, B. C., to form a Returned Men's Association to act with delegates from the Central Labor bodies.

Unions in Scandinavia are showing a rapid growth since the war, according to information from the northern countries. The additional memberships Swedish in the trade unions for the year just ended are 45,334 and the total membership is 186,146. The number of women trade unionists has increased in the year from 8,238 to 14,402.

The plans for a general strike throughout Uruguay, which have been under preparation for some time, were abandoned on January 1. The government, by the threat of using the army against the workers, was able to terrorize the labor leaders into abandonment of their original plans. It is stated, however, that the labor leaders are continuing their work of organizing the workers of the southern republic.

Sweeping electoral reforms effected in Sweden providing "the most extended universal suffrage for both men and women" are described in a cable dispatch from the Foreign Minister at Stockton to Swedish Minister Ekengren in Washington. The reforms are expected to develop a democratic majority of Videlicet Liberals and Labor party members in both houses. It may also be effective, it is explained, in forestalling any tendency toward Bolshevism.

The recent deliberations of the thirteenth congress of the Union General de Trabajadores, the national labor union of Spain, were of more than usual importance to the Spanish labor movement. The conditions which made the congress of such significance were the state of world politics, the re-awakening of the working class group in Parliament which was conducting a strong campaign, the economic plight and attendant labor unrest which the country was facing, and the general disorganization of the workers themselves.

According to an interview given by Emil Davies, chairman of the Railway Nationalization Society of Great Britain, to a representative of the Central News, railway nationalization is bound to come to Great Britain, no matter what government may be in power. "It is the only possible solution," he said, "of the labor unrest which became dangerous before the war. Furthermore, the public will not stand any further rise in rates and fares merely to enable a number of separate and unequal companies to continue to distribute dividends."

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

Demand the Union Label

San Pedro Letter List

Aalto, Harry	Hammarquist, Gust
Anderson, Morris	Halvorsen, Harry
Antonsen, N. H.	Iverson, Tom
Andersen, Otto K.	Irmy, Fred
Breien, Hans	Johnson, Gunnar
Bergh, Borge	Johansen, N. A. -1604
Carlsson, Axel	
Cariera, P.	Johansen, Fred
Clay, Henry	Johanson, John
Collins, Ed.	Johanson, John A.
Davis, Oroville	Johansen, Carl
Engstrom, Erick	Jacobsen, John
Eklund, Swen	Johnson, K.
Ellingson, Billy	Johnson, Ole
Fosberg, Leonard	Johnson, Chas. A. -2044
Frost, Peter	
Grunwald, Alois	Jonassen, Johannes
Grassen, Joe	Jacobsen, Telegram
Gunerud, Thorvald	Johansen, Fred
Hansen, Aksel	Johansen, C.
Hederman, H. C.	Kallas, M.
Hederstrom, T.	Lundin, Arthur
Holmstrom, Hjalmar	Lechemus, Bill
Hakanson, Axel	Lill, Karl
Hoek, A.	Lyngnes, Chris
Malmquist, Gus	Thornlund, John N.
Molander, H.	Wrig, Claus
Miller, John	Winberg, Oscar
Mourice, Francis	Williams, Edward A.
Monson, Chas. C.	Warkala, John
Nurmi, Taini	Zunderer, Theo
Norstrom, Hans	Questionnaires.
Olsen, Ole W.	Aldo, Kusta Nestar
Olson, Andrew	Axelson, Erik
Peterson, K. E.	Anderson, Sven
Peterson, Hugo	Christensen, Ole
Pelz, Fritz	Martin
Petrow, Fred	Doage, Sigvald
Ryden, Oscar	Grenlund, Oskar A.
Raaum, Harry	Hanson, John Au-
Rasmussen, J. A.	gust
Swenson, Nickolaus	Holm, Frank
Spence, Oswald	Jacobsen, Gustav E.
Sodergren, Oscar	Johansen, N. A.
Shileman, F.	Johansen, Carl M.
Stringer, M.	Koso, Peter
Salo, Oscar	Kallas, Martin
Turman, Arthur	Ringvall, Victor
Terkki, Arthur	Tysk, John H.

CLASSIFICATION CARD

Doage, Sigvald	Pederson, Carl
Hingren, John H.	Schleman, J.
Hansen, Adolph	Tysk, J. H.
Louis, Jose M.	

ALASKA FISHERMEN'S UNION LETTER LIST.
Seattle Branch.

Amdal, Hans	Wilson, Osvald
Andersen, Oscar	Andersen, Jens
Bennett, Cliff	Armstrong, W. N.
Bulgarelli, Dario	Borgen, Knut
Burgess, John	Bugden, Edward
Carlson Axel George	Caldio, C. D.
Carlson, Wm.	Carlson, George
Christiansen, C. A.	Carlson, Hjalmar
Engvall, Fred	Dahlquist, Carl M.
Eriesson, Charles	Fenlon, Edward
Hansen, Andrew	Frederickson, Andrew
Hanson, Gilbert	Johnson, Nils
Howde, Chris.	Jensen, J.
Holkestad, Marelius	Jacobson, Paul M.
Karbo, Eldar	Langula, Waino
Karlson, Wm.	Larsen, Harold
Lauritsen, G.	Larsen, Hjalmar
Leyons, J. B.	Larson, Jens
Maki, Fred	Luckman, Samuel
Minich, B. I.	Nelson, Philip
Morgan, L. M.	Nilson, Nils Engwald
Mogstad, John	Norton, Emil
Olsen, O.	Norton, P. A.
Olson, Gust	Parks, Harold, A.
Olson, J. C.	Paulson, Peter
Olson, John Oscar	Palmer, L. L.
Olson, Nels	Pedersen, Albert
Ohman, L. P.	Peterson, Andrew K.
Rajata, Edwin	Petterson, C. H.
Rasmussen, Martin	Ranta Hjalmar
Rasmussen, Robert	Rasmussen, Peter
Sandanger, Ole	Rudsit, Fred
Sandbeck, George	Sather, Harold
Sandvik, Harold	Sather, P.
Smith, G. H.	Simonsen, Hans
Smith, Merle	Schuppel, John A.
Walin, Gust.	Tardiff, Geo. H.
Waiknopa, Herman	Taylor, T. G.
Wilson, O. K.	

INFORMATION WANTED.

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Members of the crew of the SS. "Fred W. Weller," at the time she salvaged the Norwegian barque "Gratia," November, 1918, should file their claim with me, as soon as possible, for their share of the salvage money, which I am taking up now on behalf of other members of the crew. ISIDORE A. RABINOW,
Attorney for Seamen,
277 Broadway, Room 401,
New York City.
1-8-19

Pacific Coast Marine.

State Harbor Commissioners announce that the siren on the Ferry building, San Francisco, will blow thrice daily—at 8 a. m., 12 m. and 5 p. m.

H. M. Delaney, recently honorable discharged from the marine service, has resumed his former position as manager of the Grays Harbor Stevedore Company.

The plan to utilize pier 23 in San Francisco as a receiving pier for all of the associated fishermen has been abandoned and the structure will be used for regular ship berthing purposes.

The American destroyer "Chef," built at the San Francisco plant of the Bethlehem Shipbuilding Corporation, arrived at Norfolk Navy Yard, from San Pedro in eighteen days' steaming.

A contract for the construction of a bulkhead shed at pier 41, San Francisco, has been approved and the contract let to J. D. Hannah, who was the lowest bidder of eight. The shed will cost $41,400.

A contract to install a steam plant in the oil barge "Mohican" was approved by the Board of Harbor Commissioners at San Francisco. The barge will be ready to handle vegetable oils in about two months.

Lange & Bergstrom of San Francisco were awarded a contract for the construction of a group of nine permanent buildings at the naval aerial coast patrol station at North Island. The contract price was $431,486.

Announcement has been made that the Shipping Board's sea service bureau branches at Bellingham, Tacoma and Astoria will be closed. The activities of the bureaus will be centered at Seattle and Portland.

Owners of the transpacific passenger and freight lines, operating independently of United States Shipping Board control, have decided to ignore the schedule of transpacific freight rates recently anounced by the Shipping Board.

The five-masted British auxiliary powered schooner "Janet Carruthers," Captain Carney, went aground in the breakers four miles north of Westport, at the entrance to Gray's Harbor, January 22, and six of her crew of fifteen are missing.

The port of Astoria dredge "Natoma" is engaged in dredging the Skipanon River, and at the present rate, will soon have the channel completed up to the turning basin. It is planned to construct this basin large enough to accommodate all vessels which will be able to get up the river.

Since acquiring the control of a numerous fleet of sailing ships the Howard Company is doing a large volume of business and has introduced new and efficient facilities to handle freight at the Oakland terminus. This concern has more than doubled its offshore forwarding business during the past year.

The rate paid to ship operators for carrying case oil to the South Pacific has toppled sadly recently and the indications are that in a short time the pre-war rates of something like 90 cents a case will once more be in effect. The rate is now quoted at $1.10. The best rate obtained when the running was good was $1.50 a case.

The "Gray Eagle," a 4000-ton twin-screw (Ward type) steamer, was launched recently from the ways at the Grays Harbor Motorship plant. Mrs. Art Holm, wife of the motorship superintendent, acted as sponsor. The "Gray Eagle" is the fifteenth vessel which the plant has launched for the United States Government, and the sixteenth built in the yard.

Seattle's Port Commission has let a $617,725.93 contract for construction of the substructure of a new huge pier on Smith Cove. The complete pier, when finished, will cost $2,300,000, commission officials said. According to local records the new pier will be the largest on the Pacific Coast. The commission plans to use it in handling new Oriental trade.

K. Doi, manager for the Toyo Kisen Kaisha at San Francisco, has left for New York, where he will establish an office. The American business will all be managed from San Francisco where Doi will have control, but owing to the extension of business it has been found advisable to have an office on the Atlantic Coast where the patrons may get in direct touch.

The steel freighters "Edgemont" and "Western Knight" have been assigned by the United States Shipping Board to the Pacific Steamship Company as operating agents. The two new carriers will be added to that company's off-shore fleet, making nine vessels in that new organizaton The other seven are either at sea or loading cargo at Oriental ports for the return trip.

H. L. Stout, deputy chief of plant protection of the United States Shipping Board, and James L. Johnson, special representative of the Emergency Fleet Corporaton have opened offices in the Flood building, from where they will direct an auditing of the books of Pacific Coast shipbuilding plants. A similar audit is being made at other ship construction centers throughout the country.

E. L. Whitney of Mobile, who has bought several vessels for offshore operation, purchased the barkentine "Benicia" from H. L. Seaborn and the barkentine "Albert" from Olson Brothers. The "Benicia" sailed from Sydney on December 9 and will load at Seattle with cargo for Portuguese East Africa. The "Albert" will continue to ply between San Francisco and ports in the Antipodes.

Destruction by fire threatened the Shipping Board steamer "Wishtah," which departed from San Francisco, November 25, and arrived at Balboa from Antofagasta January 10. The steamer was proceeding to Balboa in ballast and a fire broke out in the engine room. For several hours it was believed that the vessel would be destroyed, but the flames were finally subdued. The "Wishtah" will remain in Balboa for repairs several weeks and will then proceed to the Atlantic.

The historic old schooner "Casco," made famous because Robert Louis Stevenson at one time used the little craft to cruise the South Seas, is now lying at the Tibbitts shipyard at Alameda waiting for a purchaser. The Seattle owner has decided that the craft is too small to operate as a commercial vessel. During the last voyage of the "Casco" the young skipper in command and his bride had the pleasant experience of pumping water out of the craft of history during the entire voyage from Samoa.

The offices of the Marine Engineers' Beneficial Association, designated as No. 35, have been enlarged to take in all of the windows fronting on Steuart street, and as a consequence Secretary Ernest Pegg and his assistants have a lovely view of big business, and the space formerly devoted to social purposes is not as big as it was. The membership has been increased to considerable figures and the crowded space formerly utilized for executive work proved too small for the office staff.

The old tug "Hercules" began a new career when she sailed out through the Golden Gate as a whaler. Guns are mounted on the deck of the vessel, which will be used in shooting at California whales along the Coast. The base of operations will be Monterey bay. The whaler "Hercules" is the older of the two tugs of that name and for thirty years has been operated in towing. Capain A. E. Lindholm, an old-time coasting skipper, is in command of the craft. The whaling company plans to sell whale meat and dispose of the inedible parts of the sea animals to farmers for fertilizer.

The steel for the new Crowley derrick barge has arrived from New Jersey and is waiting to be installed in the giant barge, which will be under construction at the Crowley shipyards as soon as Manager Walter Westman can assemble the material for the hull and the workmen. A total of 240,000 feet of good spruce will be used in the hull construction, and this will include the stoutest timbers ever turned out by the mills of Oregon and Washington. In order to carry the strain of the working derrick, when it handles the maximum of 100 tons, the construction will have to be stouter than that of any of the wooden steamers built for the Government on this Coast.

According to advices received from Washington a number of the Matson and other ships commandeered for transport use on the Atlantic at the beginning of the war soon may be released to their owners for operation on this Coast The owners believe, however, that the release will not be effected for about six months and that it will then require some months to restore the liners to their former condition. According to the agreement with the Government the ships are to be returned in the condition in which they were received. Shipping men say that the changes will be effected quickly because of the care exercised by the Navy when the vessels were taken over. All of the parts taken out of the ships were crated carefully and marked and all of the woodwork is carefully covered and protected. The Navy officials planned to make it possible to return the borrowed fleet in good condition as quickly as possible.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL TRANSPORT WORKERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

The Seamen's Journal

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BY THE
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Established in 1887

PAUL SCHARRENBERG.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JANUARY 29, 1919.

SNIPING THE SEAMEN'S LAW.

Wars may come and wars may go, but the war of the labor-crushers against the workers goes on forever.

Taking advantage of what they evidently regard as a favorable moment, our friends, the shipowners, have taken another shot from ambush at the seamen's charter of freedom, the Seamen's Law. The shot is in the shape of a bill (H. R. 13671) introduced in the House of Representatives on the 7th inst. by Mr. Gould, of New York, and entitled:

A BILL

To amend the Act entitled "An Act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea," approved March fourth, nineteen hundred and fifteen.

The bill was referred to the Committee on the Merchant Marine and Fisheries, and ordered to be printed.

On the same day (Jan. 7) an exact duplicate of Mr. Gould's bill, known as S. 5285, was introduced in the Senate by Senator Calder, also of New York.

As a modest starter the Gould bill proposes to strike out all of Section 4 of the Seamen's Act. That section, as the readers of the JOURNAL know, provides for the payment to seamen in port of one-half part of any wages then earned. Its repeal would reestablish the old status of seamen under which they were invariably forced to sign articles containing the stipulation, "No money in port except at master's option," thus subjecting them again to the rapacity of the sharks ashore and afloat who habitually prey upon seamen. And, of course, that is just what the backers of the Gould bill want. Needy seamen are nearly always cheap seamen, and cheap seamen mean more profits for the shipowners.

Section 5 of the Seamen's Act is sought to be amended by the Gould bill by requiring that when a majority of the crew call for a survey of their vessel in a foreign port, "at least two of the officers" must be included in said majority. Should that amendment carry it would, in ninety-nine cases out of every hundred, mean no survey of the vessel. The future careers of the officers of a ship are too much dependent upon the goodwill of the master and the owners for them to risk antagonizing the latter by delaying the ship in a foreign port, no matter how unseaworthy she may be.

But it is not until we come to the attempted amending of Section 7 of the Seamen's Act that the real inwardness of Mr. Gould's bill becomes apparent. The amendment, in short, aims (1) to make the penalty for desertion "imprisonment for not more than one month"; (2) to raise to fifteen days' pay the present penalty of two days' pay for neglecting or refusing without reasonable cause to join vessel or proceed to sea, etc.; (3) to make penalty for quitting vessel without leave "imprisonment for not more than one month."

In connection with the last mentioned clause it should be noted that the Seamen's Act makes the penalty for quitting a vessel without leave contingent upon the quitting occurring "after her arrival at the port of her delivery and before she is placed in security." Mr. Gould's amendment omits that qualifying sentence entirely, leaving the penalty to apply at all times, even though the vessel may be anchored in a safe harbor or tied up securely to a dock.

Section 13 of the Seamen's Act is the next and last attacked by the Gould bill. The provisions of this section are to be snugged down, diluted and otherwise emasculated (1) by reducing from 75 per cent. to 35 per cent. the number of the crew who must be able to understand any order given by the officers of the vessel; (2) by reducing to 12 months the 3 years' service on deck at sea required by the present law of a person seeking to qualify for the rating of an able seaman; (3) by eliminating from the section the stipulation that "seamen examined and rated able seamen under this proviso shall not in any case compose more than one-fourth of the number of able seamen required by this section to be shipped or employed upon any vessel"; (4) by eliminating the clause empowering collectors of custom to refuse clearance to vessels failing to comply with the provisions of Section 13; (5) by leaving out the proviso that "any violation of any provision of this section by the owner, master or officer in charge of the vessel shall subject the owner of such vessel to a penalty of not less than $100 and not more than $500."

In short, Mr. Gould's bill is frankly reactionary. If enacted into law it would, at one fell stroke, undo nearly all of the good work done in the past to make American seamen free men.

However, the friends of the seamen in both the Senate and the House have assured the seamen's representatives that no action will be taken on either the Calder or the Gould bill during this session of Congress. What their fate will be in the next Congress is, of course, problematical. But until they are finally disposed of it behooves every friend of the seamen to keep his weather eye lifting at all times, lest the enemies of the seamen slip something over on them which will make their last state worse than their first. Eternal vigilance is the price of liberty.

When Peace comes in through the door Patriotism flies out through the window.

AN ELOQUENT EULOGY.

Two weeks ago the JOURNAL published an obituary announcing the death and burial of Comrade Frank Johnson, one of the oldest members of the Sailors' Union of the Pacific. Mention was also made that he had for many years past regularly attended the weekly sessions of the San Francisco Labor Council as a delegate to that body from the Sailors' Union. How highly the departed comrade was esteemed by his fellow delegates in the Labor Council is eloquently attested by the following touching tribute to his memory:

Sailors' Union of the Pacific—
Dear Sirs and Brothers:

Enclosed please find resolution adopted by this Council in memory of your delegate, Frank Johnson, whose untimely death is sincerely mourned by all delegates of this Council. His influence upon the progress of the labor movement at large was no less than for the advancement of the cause of the trade he represented.

Assuring you of our deep consideration and sympathy, we are,

Fraternally,
SAN FRANCISCO LABOR COUNCIL.
By John A. O'Connell, Secretary.

(The resolution referred to follows):

RESOLUTION IN MEMORIAM.

Whereas, It has pleased Almighty God to call from his labors in the cause of brotherhood of all men, Frank Johnson, one of the founders of the Sailors' Union of the Pacific, and in point of service one of the oldest delegates to the San Francisco Labor Council; and

Whereas, His faith and interest in the organized labor movement of San Francisco was of that simple, rugged and beautiful strength which moves mountains and overcomes by its spiritual insistence every obstacle in its way, through the daily practice of unremitting patience, toil and self-sacrifice; and

Whereas, We, his fellow workers in the same movement, realize his sterling worth and influence, and the great loss suffered by every cause for the betterment of humanity in the death of Brother Frank Johnson, justly termed one of God's noblemen; therefore, be it

Resolved, That the San Francisco Labor Council and its affiliated Unions mourn the death of Frank Johnson, veteran delegate of the Sailors' Union of the Pacific, and express their deep sorrow and sympathy to his fellow workers, his many friends, and the members of his family; further

Resolved, That, in token of our sentiments, the Charter of the San Francisco Labor Council be draped in mourning for the period of three months, and that copies of this resolution be forwarded to the Sailors' Union of the Pacific, and to his bereaved family.

Adopted by rising vote, January 17, 1919.
Attest: JOHN A. O'CONNELL,
Secretary.

MR. HOWARD HEARD FROM.

The Advisory Committee to the Recruiting Service of the United States Shipping Board held its regular monthly meeting at New York on the 7th inst., instead of at Boston, as had previously been the custom of the Committee.

Among those who attended the meeting was Comrade G. H. Brown, New York agent for the Eastern and Gulf Sailors' Association. Comrade Brown utilized the occasion to call the attention of the Committee to the unfair discrimination by the Sea Service Bureau Chiefs against both experienced union seamen and non-union ordinary seamen, as shown by their undue preference for Sea Service recruits in the shipment of crews. The chairman stated that he was not aware of the alleged discrimination, but would investigate and, if the allegation was found to be true, endeavor to have the practice discontinued. That he made an effort to get at the truth of the matter is indicated by the following letter:

Dear Mr. Brown:

At the meeting of the Advisory Committee to the Recruiting Service of the United States Shipping Board, Tuesday, January 7, 1919, you

made reference to the large number of ordinary seamen without employment. I have taken this matter up with Capt. Irving L. Evans, Chief of the Sea Service Bureau of our Recruiting Service, and have requested him to arrange with the agents of the Bureau in the ports where this Service has representatives so that men of sea experience not affiliated with labor organizations and men of sea experience who are members of marine labor unions shall be given the preference in filling positions available through our Bureau over the men who have had no sea experience other than that obtained while in training on ships of our Sea-Training Bureau.

It is not now and never has been the object of the Recruiting Service to drive experienced men of the sea from positions on ships. It has been and now is the intent and policy of this Service to encourage men of sea experience to continue to follow the sea and to train men so that, through men of experience and men trained by this Service, there will be a reasonable reserve, at all times in the present ports of shipping, of officers and crews to man merchant vessels and thus prevent any ships from lying idle.

By this arrangement, you will quite readily see that this Service is putting forth its best efforts to place men of sea experience in positions on ships in preference to men who have just acquired training.

Very truly yours,
(Signed) HENRY HOWARD,
Director of Recruiting Service.

As the above letter is of general application in all ports where the Shipping Board's Recruiting Service maintains sea-training bureaus, it is advisable for seamen everywhere to make a special note of it.

FURUSETH IN FRANCE.

An American newspaperman in France cables home from Paris that "Furuseth has brought his long, lean, angular frame here to haunt the Quai d'Orsay, in the belief that while freedom of the seas is occupying the peace conferees' minds freedom of the seamen may go by the board." Furuseth, he says, "fears that other nations, particularly Great Britain, may attempt to obtain international legislation that would abrogate the American Seamen's Act, but feels confident that the American delegation will oppose any such move."

In support of the confidence he feels on that head, Furuseth is quoted as saying:

We have reason to believe the American peace delegates will steadfastly oppose any effort to turn the seamen back to the old conditions. They appreciate that they never will make America a maritime nation unless wages and life at sea are in keeping with American conceptions of human rights. On the other hand, any nation wishing to attack America's growing maritime power naturally would strike at the Seamen's Act, hoping to nullify our shipbuilding success by making it impossible for us to man our ships. That is the view of American nationalists. Fortunately it accords with the seamen's interests.

To those who know the pressure brought to bear on the British government by British shipowners to have the American Seamen's Act emasculated in some way, Furuseth's fears are readily understood. There is not much doubt, either, that the British delegation to the peace conference will attack the Act. It is most fortunate for seamen, therefore, that they have on hand at the conference so able and seasoned a fighter in their cause as Andrew Furuseth.

Our opponents are somewhat chagrined at the progress trade unionism has made of late, and they are trying to put more weight on the brake handle, but the track has been greased, and they find that their weight on the brake does not stop the train of progress. Let us hope they will get sense soon and stop trying to sweep the waves of the sea back with a broom.

The world must be made safe for seamen.

U. S. MARITIME LAW SUPREME.

States Can Not Enact Laws Making Void Maritime Contracts Appertaining to Commerce and Navigation.

Editor Seamen's Journal:

The Supreme Court of the United States on the 7th instant decided that the States of the Union are entirely unable by legislation to affect any of the sea laws of this country. This decision was given in the case of Erickson against the Union Fish Company, decided by Judge Dooling in favor of Erickson in September, 1915. Denman & Arnold and H. W. Hutton, Esq., represented the Union Fish Company, and I represented Erickson. I give the opinion in full below, as it explains both the facts and the law.

Yours very truly,
F. R. WALL.

January 7, 1919.

Mr. Justice Day delivered the opinion of the Court.

Erickson filed a libel in admiralty in the District Court of the United States for the Northern District of California, alleging that by an oral contract with the petitioner, owner of the vessel "Martha," he engaged to proceed to Pirate Cove, Alaska, and after arrival there to serve for a year as master of the vessel, and perform certain duties in connection therewith for an agreed compensation. The libel averred that he proceeded to Pirate Cove, and performed his duties under the contract until he was wrongfully discharged by the respondent. Libelant sought to recover damages for breach of contract. An answer was filed denying the alleged contract, and averring that libelant was discharged because of his wrongful conduct.

A decree was rendered in favor of libelant in the District Court; upon appeal that decree was affirmed by the Circuit Court of Appeals. 235 Fed., 385.

The question presented and argued here concerns the application of the California statute of frauds, which it is alleged rendered the contract void because not to be performed within one year from the making thereof. The Civil Code of California provides:

"Section 1624. The following contracts are invalid, unless the same, or some note or memorandum thereof, is in writing and subscribed by the party to be charged, or by his agent:

"1. An agreement that by its terms is not to be performed within a year from the making thereof."

The contract of the master was of a maritime character. This does not seem to be controverted by the petitioner. (See The Boston, Fed. Cases, No. 1669, 921; The William H. Hoag, 168 U. S., 443). We have, then, a maritime contract for services to be performed principally upon the sea and the question is can such engagement be nullified by the local laws of a State, where the contract happens to be entered into, so as to prevent its enforcement in an admiralty court of the United States?

The Constitution (Article III, Section 2) extends the judicial power of the United States to all cases of admiralty and maritime jurisdiction. Admiralty jurisdiction under the Federal Constitution "embraces," says Mr. Justice Story in his treatise on the Constitution, "two great classes of cases—one dependent upon locality, and the other upon the nature of the contract. In the latter class are embraced maritime contracts and services, rights, and duties appertaining to commerce and navigation." Story on the Constitution, Fourth Ed., Sec. 1666.

This court has had occasion to consider the nature and extent of admiralty jurisdiction as it was intended to be conferred by the Constitution. In the Lottowanna, 21 Wall, 558, the subject was much considered, and Mr. Justice Bradley, speaking for the court, said:

"One thing, however, is unquestionable: the Constitution must have referred to a system of law co-extensive with, and operating uniformly in, the whole country. It certainly could not have been the intention to place the rules and limits of maritime law under the disposal and regulation of the several States."

This principle was reiterated in Workman vs. New York City, 179 U. S., 552. In that case it was declared that neither local law nor decisions could deprive of redress where a cause of action, maritime in its nature, was prosecuted in a court of admiralty of the United States. (179 U. S., 560.)

In the recent case of Southern Pacific Company vs. Jensen, 244 U. S., 205, the subject was again considered and the cases in this court reviewed, and State legislation was declared invalid "if it . . . works material prejudice to the characteristic features of the general maritime law or interferes with the proper harmony or uniformity of that law in its international and interstate relations." (244 U. S., 216.)

In entering into this contract the parties

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Jan. 27, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium; large number of members ashore.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Jan. 20, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Jan. 20, 1919.
Shipping slack.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 20, 1919.
No meeting. Shipping and prospects medium.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 20, 1919.
Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 20, 1919.
Shipping slack.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Jan. 20, 1919.
Shipping medium; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Jan. 20, 1919.
Shipping fair.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 13, 1919.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 23, 1919.
Regular meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow.

E. F. BURKE, Secretary pro tem.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 15, 1919.
Shipping slow.

WM. MITCHELL, Agent pro tem.

Grand Trunk Dock, Room 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 15, 1919.
Shipping fair. Few members ashore.

JOE MACK, Agent.

Sepulveda Bldg., 128½ 6th St. Phone Home 115; Sunset 66W.

DIED.

James Ferrister, No. 968, a native of Massachusetts, age 48. Died on board S. S. "Dumaru," Nov. 25, 1918.

Frantz Wilhelm, No. 114, a native of Austria, age 54. Died in the wreck of the S. S. "St. Gabriel," Nov., 1918.

Andrew Gundersen, No. 785, a native of Norway, age 34. Died at San Francisco, Cal., Jan. 21, 1919.

Samuel L. Wahlberg, No. 1048, a native of Sweden, age 48. Died at Manila, P. I., Dec., 1918.

Office changes which meant big leases have recently been arranged by several of the leading shipping concerns in San Francisco. The latest change reported is that of the Pacific Steamship Company, which is moving its ticket and general offices to the Santa Fe building, on the southwest corner of Market and Second streets. The Toyo Kisen Kaisha are going to move from the Merchants' National Bank to the Oceanic building, and Balfour, Guthrie & Co., are going to proceed at once with work on their new building on the site of the New York Mutual Life building, southeast corner of California and Sansome streets.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Bethlehem Steel has torn up its "scrap of paper"—the award of the National War Labor Board, under which shop committees elected in the shop by the employes of the company were to be recognized by the company in settling all industrial disputes.

The final admission that Schwab's corporation lied to former President Taft and the rest of the War Labor Board when it agreed to abide by the award, was made in public session Wednesday afternoon. Mr. Taft was indignant. Attorney Currier for Bethlehem Steel was smooth and smirking, but stubborn. He said that the war is over, and 11,000 men have been discharged from the plant, and that it would be absurd to expect the company to acknowledge the authority of committees elected before the armistice was signed. More than that, his company considered that the power of the War Labor Board no longer can compel it to deal with its men as the Board sees fit.

This means only one thing—that Bethlehem Steel takes the lead among big anti-union employers in a vast crushing movement, designed to provoke violence and the repression of the rights of wage workers in every industrial center in America where labor is not in political power. Bethlehem Steel wants to "start something" now, and take the chance of defeating the union movement in the steel industry by the use of the State constabulary and Steel Trust police.

Chairmen Taft and Manly of the War Labor Board are to consult with the Bethlehem employes tomorrow, to see what can be done in the face of this treachery by the corporation which has coined so many millions in profits from their labor during the past year. But they have little hope of avoiding a final conflict.

At the very moment that Bethlehem Steel was throwing down this challenge to the laboring masses of this country, the Labor Congress in session at Chicago was displaying a temper that was anything but meek and humble, and Frank Morrison, Secretary of the American Federation of Iabor, was issuing the reconstruction program drawn up by John Frey and his associates under appointment by the Executive Council of the Federation—a program which indicates that the next convention of the American labor movement will take some very long jumps forward in its legislative demands. Next day Morrison predicted bread lines by May 1 in the industrial cities, so rapidly does the release of war workers and soldiers add to the number of the unemployed.

Congress is still asleep. It sees, hears and says nothing of any significance regarding the labor situation. Senator Thomas of Colorado, who has recently taken first place among the enemies of labor legislation in Congress, devotes an afternoon of the time of the Senate to denouncing the Russian Soviet government. Senator Williams of Mississippi delivers a tirade of personal abuse against Senator La Follette, after which the Senate votes, 50 to 21, to kick out of doors the charges made against the Wisconsin progressive by the Minnesota Public Safety Commission. Only Senator Kenyon takes the situation seriously enough to ask the Governors of the States to get together to plan a way to give work to the unemployed by starting public improvements.

But it seems that American labor has turned the corner, so far as politicians are concerned. It is going to go it alone, and for a new and comprehensive program of justice for the common man, in the political, industrial and social world.

Gilbert Hyatt, president of the National Federation of Postal Employes, sat through one day's session of the convention in New York City, held last Saturday and Sunday, where the delegates of virtually every local trade union in and around Greater New York joined in launching the new radical party. Hyatt is conservative. He discounts all new and untried organizations. But he was thrilled by what he saw in the old Tammany stronghold.

"The spirit of the whole thing was fine," he said. "More than 800 delegates were there. They seemed to want to get together and pull together. The delegates from the American Federation of Labor unions voted, after they got together, to broaden the field to include all workers by hand or brain who wished to come with them. The radical Socialists and even some of the revolutionaries came in. Judge Panken made a speech and pledged that the Socialists would enter the Labor Party, since its platform was adapted from the platforms of the British Labor Party. Everybody was willing to concede something to the factions with whom they had been fighting, in order that a solid front might be presented by labor in New York to its enemies. If that convention's spirit can be conveyed to the rank and file, the movement is a complete success."

Hyatt said that the old Tammany men who have been officials of the labor movement in the Central Federated Union in New York are not in the Labor Party. Their locals have "blown off the lid" upon which these men have stood, and now the old conservatives wait to see whether it will be wise for them to come into the new movement after all. Meantime new leaders are coming to the front, and they talk the new and aggressive tactics that go with the new program.

In his judgment the Labor Party movement will be the solution of the problem of getting Congress to give justice to the millions of men now in Government employ, both in the postal service and elsewhere. It is the answer to Burlesonism. Labor Party Congressmen, fighting for a program such as has been adopted by the Labor Party in Chicago, in New York, in Minneapolis, in Bridgeport and elsewhere, would in a few weeks drive both the Republican and Democratic party leaders to surrender, if not to headlong flight.

That's the view taken by the majority of labor officials who come to the national capital, these days. We shall hear more of it between now and the date of the national convention of the Labor Party.

Over in France there is a labor situation that grows more serious every day, as our Government is very keenly aware. Leon Jouhaux, Secretary of the French General Confederation of Labor, states frankly that the masses of French labor are past all holding in leash, if the present reactionary policies of the Clemenceau government with regard to censorship and suppression of labor sentiment are continued. If the old leaders hold back, he says, then "new and redder men" will be thrust up from the rank and file to do the leading. The official resolutions of the national convention of the French labor movement denounce the opposition of their government to the Russian Soviets, and demand that French troops come out of Russia. In view of this state of mind, the resentment of French labor at the conspiracy of secrecy in the Peace Conference, voted by the French, Italian and Japanese delegates, can easily be imagined. And in Italy the government with its imperialistic plans is even more frightened than is the ministry in Paris.

If any man or woman in the labor movement of this country thinks that we are getting too radical, and that it is a time for economic witch-burning, that person should read the remarks made at the Labor Congress in Chicago by Bourke Cockran, which were cabled to President Wilson in Paris in the form of a memorial. And if they have still any lingering doubts, then they should have heard Francis J. Heney's testimony before a Senate committee this week, on the way in which the wage workers of this country are today being robbed on every item of food they buy, to the tune of hundreds of millions of dollars a year, by five families of meat packers in Chicago. This food monopoly alone, coupled with the barbarous treatment given their army of employes by the packers, is enough to revolutionize the whole mind and heart of the labor movement, and to drive it into instant action against the treachery of public officials.

One by one the Government Conciliation and Arbitration Boards are losing the authority they had in war time. The Metal Trades convention for the Pacific Coast District has voted against any further dealings with the Macy Board. President O'Connell of the Metal Trades Department of the American Federation of Labor said to-day that the Macy Board was about to expire anyhow. The War Labor Board lives on, but can be defied by the employers.

* * *

Mrs. Bertha Moller of Minneapolis, who has spoken before many labor conventions in Minnesota, has just served a day in jail here for contempt of court. She applauded when suffragist prisoners, arrested for a demonstration in front of the White House, came into the presence of the police judge. Twenty-two of the suffragists were given jail sentences, and were released after they had hunger-struck for several days.

In Japan is a tall stone monument erected as a memorial to the horses killed in the Russian-Japanese War. It stands in the public park of the town of Sano in the Tochigi Prefecture. General Viscount Oshima, one of the heroes of the war, wrote the principal inscription, from which it appears that 1260 horses from the county and vicinity are so remembered.

A company for the manufacture of paper from esparto grass is being organized in Algiers, Algeria, with a capital of $579,000. According to the American consul Algeria has an almost unlimited supply of esparto grass, there being over 12,350,000 acres of "alfa," as it is called, which could give an approximate production of 400,000 metric tons.

THE I. S. U. OF A. CONVENTION.

(Continued from Page 2.)

be cured, they will be sent back home at the vessel's expense. If they are suffering from some contagious disease they will not be permitted to mix with the population, but will be segregated and when fit to travel, they will be sent home at the expense of the vessel. It is easy to understand what this will lead to. In time Races or Nationals which are especially subject to contagious diseases will not be brought to the United States, because it will be too expensive.

Another conference of more than ordinary importance took place in the offices of the Shipping Board on Oct. 29th, 1918.

Commissioner Page stated the meeting was called for the purpose of having the Board consider and determine the principles to be embodied in the instructions to be sent shipowners operating under direction of the Shipping Board on the Pacific. The fundamental question is: "Shall the crews be made up of Union men and graduates from the training service, or shall these vessels run on as open shop?" He also stated that this would involve the Atlantic agreement in so far as the agreement read that the Union men should have the preference in furnishing 60 per cent. of able seamen.

Commissioner Page was in favor of the open shop. (Commissioner Page is entrusted with the labor policy of the Board, and he wanted the sanction of the whole Board for his policy of the open shop). He also claimed that the Presidential proclamation made no change during the war, and that this was the justification for his position.

Speaking for the Seamen, I stated that the Presidential proclamation relative to standards, the proclamation establishing the War Labor Board and the Presidential address of October first, as justification for the continuation of the Atlantic agreement, its application to the Pacific, and for the continuation of the Atlantic instructions of July 30th and August 24th, as they now stand without any amendments. In support of this I stated that more than 98 per cent. of the tonnage on the Pacific, about 75 per cent. of the oversea trade on the Atlantic, and more than 50 per cent. of the Coastwise trade on the Atlantic were, prior to the war, operated exclusively as Union snop, and that more than 30 per cent. of the Lake tonnage was operated as Union shop by mutual understanding that was not reduced to writing. The International Seamen's Union voluntarily agreed to the dilution of the vessels' crews in order that young men might come into the service and be taught seamanship. There was no agreement that the membership of the organization should surrender the Union Shop, except to the extent of admitting young men as ordinary seamen and boys, and by mutual consent to the changing of ordinary seamen and boys to graduates of the training service. The proposition of Commissioner Page is a clear violation of the agreement entered into between the Shipowners, the Shipping Board, the organized Seamen, and approved by the Secretaries of Commerce and Labor. It was pointed out that the skilled seamen would quit, none would return to the sea if this agreement was violated.

Mr. Rosseter, Director of Vessel Operation, and Mr. Cook, his assistant, sustained the position taken by Commissioner Page.

Mr. Bass took the same position in its entirety as did the Seamen. Mr. Howard suggested that owners who ran their vessels Open Shop prior to the war should remain so, and that owners who ran their ships Union Shop, should also remain so.

Representatives of the Seamen objected to this on the ground that a large number of vessels that carried union men prior to the war were now operating with naval reserves, thereby reducing the opportunity of employment for the skilled merchant seamen, and driving them from the calling, contrary to the best interests of the United States. The question also arose over new vessels, whereupon Mr. Bass said the general policy of the Government in other vocations was to extend the Union principles to all business expanded by the Government in industries and localities where the Union has the majority. P. J. Pryor brought the attention of the Board to the fact that the rules as promulgated by the Shipping Board August 24th were the rules adopted by the membership of the Eastern and Gulf Sailors' Association in June, 1916, and were accepted by a large majority of the shipowners on the Atlantic; so in view of this fact the Union gained nothing in working conditions other than they had prior to the war. The Commissioners took the whole matter under advisement and no new instructions have been issued to date.

The "Call to the Sea," adopted at our last convention, has received much favorable comment and publicity. So has the booklet issued by the International Union under the title, "A Message to Seamen."

I can also report that five letters which I wrote for the New York Evening Post on the Seamen and the Seamen's Act, were printed in the Congressional Record at the instance of Congressman Raker of California. Fifteen thousand of these were printed for our use at cost price.

In conclusion, I want to direct attention to the memorable Message to Seamen, issued by the President of the United States in the early part of October. I recomend that this message be printed in full as an appendix to the convention proceedings, and will close my report with this brief but meaningful excerpt from the President's Message:

"No more honorable or serviceable task can come to any of our people than that of manning our Merchant Marine."

Fraternally,
ANDREW FURUSETH.

New York, N. Y., Dec. 4, 1918.

ADDENDUM.

Since President Furuseth wrote his report and since the Attorneys submitted their summaries the United States Supreme Court has rendered adverse decisions in the "Rhine," "Windrush" and "Talus" cases.

As in previous cases affecting an interpretation of the Seamen's Act, both were "five" to "four" decisions.

The majority and minority opinions in the "Talus" case are printed in full in the issue of The Journal of January 15. The majority and minority opinions in the "Rhine"-"Windrush" case will appear in full in the issue of January 22.

In both cases, the decision as to validity of advances made in foreign ports on American and foreign vessels, was evidently based solely on the ground that Congress had not sufficiently expressed its intention on that subject. The five Justices who rendered the majority opinion admit in other words, that advance notes and contracts to pay advance notes are contrary to the public policy of the United States when made within the United States. They admit that Congress can make any rule or regulation it sees fit as to foreign vessels, in the absence of treaty provisions, and that such regulations are binding upon such foreign vessels as a condition of entry. This was a point ably argued by the Attorney-General.

Mr. Justice Day, who delivered the majority opinion of the Court, says that from the records of the committees in Congress and the wording of the statute, they fail to find evidence of an intention to affect advances made in foreign countries where such advances are lawful. The remedy is evident. An amendment of the Act by Congress inserting after the word "advance," "whether made in foreign ports or domestic ports" or some such words, will cure it and no further litigation on the statute will be necessary or possible.

In the Dillon vs. "Strathearn" case relating to the constitutionality of the Seaman's Act, the entire subject was dismissed on a mere technicality. The Supreme Court apparently did not care to finally pass upon the case, perhaps in view of the negotiations of the Peace Congress or for other reasons. At any rate, they saw fit to send the certificate which had presented the question of constitutionality, before them, back to the United States Circuit Court of Appeals for the Fifth Circuit. It is now up to the counsel to proceed to try the cases there or again have the question certified up with the complete record.

Secretary-Treasurer T. A. Hanson reported, in part, as follows:

SECRETARY'S REPORT.

Since our last Convention the whole of our national activity has been focused on the conduct of the war in which we were engaged and the men who constitute our crafts were necessarily engaged primarily in matters concerned with war transportation, therefore several of the subjects presented herein reflect on such problems and eliminate to some extent, the work usually brought to the attention of the various conventions.

Liberty Loan Bonds.

The International office endeavored to secure statistics from the district unions as to the purchase of Liberty Bonds by the Unions direct as well as by their individual members, and while few district unions were able to give accurate information to fully cover the subscription of all, there is no doubt that the Unions of seamen as well as their memberships purchased large amounts of these securities.

It will therefore be impossible to report any amount that would be reasonably near the actual subscription of these unions and their memberships to the Liberty Loan issues and the Canadian Victory Loan, not to mention the War Savings Stamps, as any figures that could be given from the compilation available would be totally misleading.

However, it can be stated with exact definiteness that the district Unions in the I. S. U. of A. subscribed $125,000 from their funds to the Liberty Loan issues and there is no question but that both the unions and their memberships have loyally and patriotically responded to the request of the nation in this respect.

Historical Information.

To assist the United States Shipping Board in its work and to prove the history of the district unions as well as that of the International with its total membership, the following information was supplied:

The International Seamen's Union of America.

Established April 22nd, 1892, and is composed of the following District Unions:

Name of Union	Date of Organization	Membership
Alaska Fishermen's Union	1902	3,500
Deep-Sea Fishermen's Union ...	1915	2,000
Eastern & Gulf Sailor's Assn.....	1888	10,500
Fishermen's Union of the Atlantic	1915	3,500
Marine Cooks & Stewards' Assn. of the Atlantic	1901	3,000
Marine Cooks & Stewards' Union of British Columbia.....	1918	500
Marine Cooks & Stewards' Union of the Great Lakes.....	1902	1,700
Marine Cooks & Stewards' Union of the Pacific	1901	2,000
Marine Firemen, Oilers & Watertenders' Union of Atlantic....	1902	8,000
Marine Firemen, Oilers & Watertenders' Union of Great Lakes	1888	3,200
Marine Firemen, Oilers & Watertenders' Union of Pacific	1883	3,000
Marine Firemen and Oilers' Union of British Columbia.....	1917	500
Sailors' Union of the Great Lakes	1878	3,000
Sailors' Union of the Pacific ..	1885	5,000
United Fishermen of the Pacific	1906	600
Total		50,000

Recapitulation.

Cooks	7,200
Fishermen	8,600
Firemen	14,700
Sailors	18,500
Total	50,000

Practice of Uniformity.

As a result of past efforts by the International Union in its advocacy of a more uniform practice by all district unions regarding charges of initiation fees, monthly dues, etc., as well as the payment of benefits and other things concerning the membership, it can be reported that the progress made in this respect has nearly eliminated all former differences and will, as soon as the questions are understood, permit the realization of these problems in its fullest terms.

The information regarding this subject is furnished by the district unions and has been

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

compiled by the International office as shown in the table below. The fees are the initial charge for admittance into the respective unions. The charges of dues are on a monthly basis excepting the Alaska Fishermen who charge a seasonal amount. The death or funeral expense is alike in all district unions excepting the Pacific Sailors and Cooks who have their own cemetery lots and thereby reduces such expense. Payment of hospital benefits are made on a weekly basis, but in the case of the Atlantic Cooks the members pay a higher dues to meet the higher payments of such benefit. Exemption from payment of dues in case of sickness as well as free transfer is practiced by all as indicated in the following statement:

District Unions	Fees	Dues	Death	Ship-wreck	Hospi-tal	Sick Dues	Free Trans.
Atlantic Cooks	$10.00	$1.08⅓	$100.00	$25.00	$7.00	Granted	Practiced
British Col. Cooks	5.00	1.00	100.00	.....	...	"	"
Great Lakes Cooks	5.00	1.00	100.00	30.00	.50	"	"
Pacific Cooks	10.00	1.00	75.00	50.00	.50	"	"
Alaska Fishermen	10.00	.83⅓	100.00	50.00	1.00	"	"
Atlantic Fishermen	5.00	1.00	100.00	50.00	.50	"	"
Deep-Sea Fishermen	5.00	1.00	100.00	50.00	.50	"	"
United Fishermen	....	....	.....	.....	...	.....	.....
Atlantic Firemen	5.00	1.00	100.00	50.00	.50	"	"
British Col. Firemen	5.00	1.00	100.00	.....	....	"	"
Great Lake Firemen	5.00	1.00	100.00	30.00	.25	"	"
Pacific Firemen	15.00	1.00	100.00	50.00	1.00	"	"
Atlantic Sailors	5.00	1.00	100.00	50.00	.50	"	"
Great Lake Sailors	5.00	1.00	100.00	30.00	.25	"	"
Pacific Sailors	5.00	1.00	75.00	50.00	.50	"	"

Executive Board Actions.

First: In accordance with the plans of the Buffalo Convention, two hundred dollars ($200.00) were appropriated from International funds to assist the Lake Cooks and Vice-President Griffin was authorized to supervise the expenditure of said sum by the Executive Board.

Second: For defense of the Seamen's Act the Buffalo Convention authorized the Executive Board to assess the District Unions for sufficient funds for this purpose. In accordance with this, the following apportionment of funds was submitted and same has been paid by all District Unions to the International treasury:

APPORTIONMENT.

Union	Cash on Hand March 31, 1918	Percentage	Appropriation
Alaska Fishermen's Union	$56,654.00	2%	$1,133.00
Deep-Sea Fishermen	20,795.00	"	416.00
Eastern & Gulf Sailors	63,125.00	"	1,263.00
Fishermen's Union of Atlantic	16,447.00	"	329.00
Lake Seamen's Union	7,740.00	"	155.00
Lake Firemen's Union	26,008.00	"	520.00
Atlantic Firemen's Union	50,159.00	"	1,003.00
Pacific Firemen's Union	68,627.00	"	1,373.00
Atlantic Cooks' Union	25,932.00	"	519.00
Pacific Cooks' Union	27,034.00	"	541.00
Sailors' Union of the Pacific	100,623.00	"	2,012.00
Total	$463,144.00		$9,264.00

Third: On recommendation of the Marine Firemen, Oilers and Watertenders' Union of the Pacific who have jurisdiction in that district, the Executive Board voted to grant a charter to the Marine Firemen and Oilers' Union of British Columbia and that body of men are now a part of the International Union.

Fourth: A charter was granted to the Marine Cooks and Stewards' Union of British Columbia by the Board after consulting the Marine Cooks and Stewards' Association of the Pacific on the matter and who agreed that this was the best way to establish an organization of said craft in that locality.

Fifth: The Board voted to donate fifty dollars from the International treasury for the support of the National Popular Government League in its work and the money has been paid said League by the SecretaryTreasurer.

Atlantic District Unions.—Atlantic Cooks.

While the Marine Cooks' and Stewards' Association of the Atlantic has furnished no detailed report summarizing the progress made since our last Convention, it is apparent from other sources of information that gains have been made both in strength of membership as well as in the treasury, regardless of war conditions which reduced the crews employed in the Stewards' Department on passenger vessels.

In numerical and financial strength, this Association ranks first among the Cooks and Stewards in the International Union and its system of organization corresponds well with the policies advocated by the mother organization in that it admits men of this craft to membership under liberal conditions and practices free transfer with all maritime unions.

With headquarters established in New York City, it directs the operation of eleven branches along the Atlantic and Gulf District and cooperates with the Sailors and Firemen in all matters pertaining to further advancement of conditions surrounding the seamen in that district.

Atlantic Firemen.

The personnel of the Marine Firemen, Oilers' and Watertenders' Union of the Atlantic and Gulf is more of a mixed nature than that prevailing in other district unions of similar crafts and it requires great diligence in management to maintain and continue the splendid results obtained by the present organization of firemen in the Atlantic district. Said Union is now numerically the strongest body of firemen in the international and will soon out-distance its rivals financially if the prevailing spirit of self-government is permitted to continue.

In conjunction with the Sailors and the Cooks of that district, it has been possible for the firemen to eliminate the difference in wages formerly existing between the Atlantic and Pacific Coast and the equalization in overtime pay and other conditions has also been accomplished.

Atlantic Fishermen.

The history of the present union of fishermen in the Atlantic District dates back to 1915 and its growth in membership, funds and extension of operation since that time is surprising even to the most hopeful of those who conceived the idea and laid the foundation for an organization which now has nearly four thousand members within its fold as well as a substantial treasury to meet their obligations.

Atlantic Sailors.

The Union of Sailors in the Atlantic district, known as the Eastern and Gulf Sailors' Association, has since its formation in 1888, experienced several momentous periods and as its geographical location serves as the gateway for the overflow of European sailors, it has, up to the historical epoch of the passage of the Seamen's Act, labored under a burdensome handicap and has been prevented from obtaining for its members any very material improvement in conditions.

Since the enactment of this emancipating law, seamen in general have been imbued with new hopes for real freedom and its beneficial features are more clearly demonstrated in the Atlantic district by the steady rise from obsolete standards than in other sections of our maritime divisions.

This organization which was assumed to be "The baby that couldn't grow but wouldn't die" is now the first in rank of membership and second in lead in possession of funds among the district unions in the International. It operates and directs eleven branches along the Atlantic and Gulf Coast from its headquarters in the city of Boston where the nucleus of the present association first came into existence.

Great Lakes District Unions.
Great Lakes Cooks.

Through the provisions made by the Buffalo Convention, the Marine Cooks and Stewards of the Great Lakes succeeded in making encouraging gains during the past season and from a small membership with a very low treasury it proceeded to reclaim its former place in the International Union with creditable results. Increases in wages and improved conditions were obtained for the members and under the present conditions and management, it is reasonable to believe that its influence will receive respectful consideration in further dealings with lake shipowners this coming season.

Great Lakes Firemen.

The Marine Firemen's Union of the Great Lakes is now the strongest in membership and funds of any of the sister unions in that district and it has shared equally with the sailors in all improvements of conditions and wages which took place on the Great Lakes during the past season.

Great Lakes Sailors.

This Union was formerly known as the Lake Seamen's Union and adopted its present title by referendum vote effective May, 1918. Its headquarters are located at Chicago, Ill., and maintained eleven branches in the principal Lake Ports during the season of 1918.

The membership during the year averaged about twenty-five hundred which is an increase in number over that of previous years and it has during the said period added considerably to its treasury.

Wage Scales in Atlantic Overseas Trade.

Seamen in the Atlantic overseas trade, in the war zone, are now receiving the following rates per month:

Boatswains, $127.50; Carpenters, $135.00; Carpenters' Mates, $127.50; Boatswains' Mates, Oilers and Watertenders, $120.00; Able Seamen and Firemen, $112.50. All overtime work is paid for at overtime rates.

Pacific District Unions.
Alaska Fishermen.

One of the most important groups of men in the fishing industry of the Pacific Northwest, are the Alaska Fishermen's Union, whose members are principally engaged in salmon fishing along the Alaskan Coast during the seasonal period. With a yearly average of over three thousand members, this union has during several years, conducted its affairs under an agreement system with the employer's and has succeeded in building up a treasury which in itself reflects great credit on its members as well as its chosen representatives who are entrusted with its guardianship. Besides its headquarters, which is located at San Francisco, Calif., it operates two branches, one at Astoria, Ore., and the other at Seattle, Wash., and its support to the local as well as to the general labor movement is 100 per cent through its correspondingly voluntary affiliation.

During the war, a large percentage of its members served with the colors, while those not in actual service, contributed means to insure its successful outcome and as evidence of same, the records show that $15,000 of its funds were contributed to the support of the country while the individual members purchased bonds for the liberal amount of over $200,000.00.

Numerically and financially, the Alaska Fishermen's Union shows a gain over that of last year and the individual members were successful in obtaining an increase of 75 per cent in wages and percentages for season of 1918.

Pacific Cooks.

During the period of the war, the Marine Cooks' and Stewards' Association of the Pacific Coast experienced considerable reduction in membership. Some of the more important factors in this was the call for voluntary enlistment to men of British birth who left the association and joined the Canadian forces, the commandeering by the Government of all large ships from the Pacific Coast which necessitated the calling in of all naval reserve men to man such vessels, the drafting of seamen into service in the Army and the patriotic manner by which the association co-operated with the Shipping Board in furnishing teachers on training ships in preparation for manning the future Merchant Marine, all of which contributed to a steady decrease in its ranks. But this condition is now disappearing and an upward movement has already set in which will shortly restore it to its former average and permit further extension of this association.

Through joint efforts with unions of sailors and firemen, the Cooks' and Stewards' Association were successful in getting an increase of fifteen dollars per month for their members and entered into an agreement to that effect for the period of one year with the shipowners and with the sanction of the U. S. Shipping Board which co-operates in this respect with both parties.

Pacific Firemen.

The Pacific Firemen acting in conjunction with the Sailors and Cooks secured from the shipowners in that district and with the sanction of the U. S. Shipping Board an advance in wages of 25 per cent over that of the previous year besides increases in overtime pay, subsistence money, forecastle accommodations, etc., and improved working conditions, were also granted. As a result of its organized efforts and with freedom and protection evolving from the Seamen's Act, the men of this craft have made wonderful progress individually as well as in a national sense and are demonstrating to the general public that the eight-hour basis of labor can be extended to seamen without injury to the shipping industry.

Twenty-five per cent of the membership of this union was doing actual service in the Army or Navy during the war while the balance performed duty in the Merchant Marine and contributed over $250,000 to sustain the nation in its work and $20,000 of the Union's funds was assigned for similar purpose.

An exceedingly large number of men have been admitted to membership during the past year, this to offset the steady decrease created by the conditions of war and which had to be met to maintain the standards.

British Columbia Firemen.

A charter was granted by the International Seamen's Union to the Firemen and Oilers' Union of British Columbia last June and while said organization is still small in number on account of its limited field of operation, it has

nevertheless, during a short period of time, proven itself a beneficial institution to the men composing the engine room crews on steamers operating in that locality.

British Columbia Cooks.

Through the recommendation of the Marine Cooks' and Stewards' Association of the Pacific, whose organization has jurisdiction over that craft in said district, it was made possible for the Executive Board to grant a charter to the Marine Cooks of British Columbia, who in April, 1918, applied for affiliation.

Since the issuance of said charter, the men of the stewards' department on steamers trading along the coast of Brtish Columbia have made a good showing in organizing locally and as this field of opeation in this respect is limited it is expected that said body of men will in the near future also extend their activities to vessels in the foreign trade and thereby speed the work in which we are engaged.

Sailors' Union of the Pacific.

The Sailors' Union of the Pacific, ranking as one of the oldest and best conducted institutions, can undisputedly claim credit for possessing the largest treasury and is among the strongest in number of any sister union in the Internationnal.

Regardless of the number of aliens who were affected through a condition of war by being prohibited from sailing and besides the large percentage who served with the colors which increased the reduction, the union, nevertheless, was able to gather sufficient new recruits to its roster to overcome this unusual turnover in membership

During the year, the Union recast its constitution which now is an up-to-date instrument capable of meeting present day conditions and it is the pioneer in practicing all international proposals that have during the past years demonstrated to the general membership its soundness of principle as well as a principal factor in the progress of the Seamen's Movement.

That the Union of Sailors in the Pacific District is a respected factor in determining the wages and conditions affecting the men is evidenced by the increase granted by the shipowners who with the sanction of the U. S. Shipping Board consented to advance the wages 25 per cent in all vessels. Overtime pay was increased to 60c per hour and $5.00 a day was allowed to men working on vessels out of commission. Changes were made in the working of the crews which change eventually will lead to the establishment of the eight-hour day in this district. An agreement in accordance with this was entered into with the shipowners and such agreement will run for one year and continuously thereafter until abrogated by either party by thirty days' notice in writing.

Seamen's Journal.

Through the action of the membership of the Sailors' Union of the Pacific, the name of the official organ of the seamen was changed from its former title "Coast Seamen's Journal" to the present name "Seamen's Journal" and by such action conformed with the desire of the general membership by making this publication more national in scope as well as a persisent pioneer voicing the right of all seamen in their struggle for human freedom and equality with that of the most favored workers.

Finances.

The transactions of the International office dealing with finances cover a period of fourteen months from November, 1917, up to date, 1919, and are hereby submitted in detail both as to the debit and credit accounts of the Secretary-Treasurer as follows:

Receipts.

Alaska Fishermen's Union:	
Per Capita Tax	$ 1,531.32
Appropriation	1,485.71
Deep-Sea Fishermen's Union:	
Per Capita Tax	1,064.70
Appropriation	858.00
Eastern and Gulf Sailors' Assn:	
Per Capita Tax	4,911.85
Appropriation	2,193.00
International Membership Books	158.00
Fishermen's Union of the Atlantic:	
Per Capita Tax	1,978.10
Appropriation	626.00
M. C. & S. Assn. of the Atlantic:	
Per Capita Tax	1,938.90
Appropriation	1,576.00
M. C. & S. U. of B. C.:	
Per Capita Tax	38.75
Charter Fee	10.00
M. C. & S. U. of the Great Lakes:	
Per Capita Tax	458.93
M. C. & S. U., of the Pacific:	
Per Capita Tax	1,548.70
Appropriation	1,713.00
M. F. O. & W. U. of the Atlantic:	
Per Capita Tax	4,440.25
Appropriation	1,770.00
M. F. & O. U. of British Columbia:	
Per Capita Tax	73.60
M. F. O. & W. U. of the Great Lakes:	
Per Capita Tax	1,632.35
Appropriation	1,063.00
M. F. O. & W. U. of the Pacific:	
Per Capita Tax	1,998.10
Appropriation	3,214.00
Sailors' Union of the Great Lakes:	
Per Capita Tax	1,326.00
Appropriation	406.00
International Membership Books	158.00
Sailors' Union of the Pacific:	
Per Capita Tax	4,005,85
Appropriation	4,400.00
United Fishermen's Union:	
Per Capita Tax	204.90
Miscellaneous	20.11
Total	$46,803.12

Disbursements.

A. F. of L. Convention expense.	$ 2,714.97
A. F. of L., per capita dues and assessments	4,787.50
Charter fees refunded	24.50
Contribution, National Popular Government League	50.00
Defense of the Seamen's Act	10,113.95
Donation for Iron and Steel Workers.	300.00
I. S. U. of A. Convention Expense	2,402.65
Joint Organizing:	
On the Great Lakes	4,072.25
On the Pacific	70.00
Legislation	2,358.00
Organizing:	
Atlantic Fishermen	864.00
Lake Cooks	2,618.75
Printing	562.67
Printing "Call to the Sea and Seamanship"	2,192.55
Salaries	1,950.00
Stationery and Office	1,574.51
Traveling	3,080.93
Traveling on account of Peace Conference	1,000.00
Total	$40.737.23

Recapitulation.

Cash on hand Nov. 26, 1917	$ 4,613.49
Total receipts	46,803.12
Total	$51,416.61
Total disbursements for 13 months	$40,737 23
Cash on hand Jan. 20, 1919	10,679.38
Total	$51,416.61

Recommendation.

As the aggregate membership of the International Seamen's Union of America has now reached the fifty thousand mark and as prospects for further increases in that respect are good, it will be an epoch in our history for this convention to lay a foundation for some of the most important matters concerning the district unions and upon which the International Union may function the general desires of the membership. Some of these matters which are recommended for consideration are as follows:

First: The formulation and adoption of a more uniform constitution by all district unions.

Second: The reconstruction of the International constitution to comply with growing tendencies.

Third: The extension of the International membership book to Cooks, Firemen and Fishermen.

Fourth: The formulation of plans for the establishment of a more extensive International office.

Fifth: The creation of a fund and the construction of a practical system whereby aged seamen may be assisted.

U. S. MARITIME LAW SUPREME.

(Continued from Page 7.)

contemplated no services in California. They were making an engagement for the services of the master of the vessel. the duties to be performed in the waters of Alaska, mainly upon the sea. The maritime law controlled in this respect, and was not subject to limitation because the particular engagement happened to be made in California. The parties must be presumed to have had in contemplation the system of maritime law under which it was made, Watts vs. Camors, 115 U. S., 353, 362.

In different countries the appointment of masters of vessels has been the subject of maritime law which has directed the conduct of "those who pursue commerce and put to sea." Their duties and qualifications have been the subject of regulation by the recognized principles of admiralty law. Benedict's Admiralty, Fourth Ed., Sec. 146. They are regulated by statutes enacted under Federal authority. See U. S. Comp. Stats. of 1916, V. 12, Index "Masters of Vessels."

If one State may declare such contracts void for one reason, another may do likewise for another. Thus the local law of a State may deprive one of relief in a case brought in a court of admiralty of the United States, upon a maritime contract, and the uniformity of rules governing such contracts may be destroyed by perhaps conflicting rules of the States.

We think the Circuit Court of Appeals correctly held that this contract was maritime in its nature and an action in admiralty thereon for its breach could not be defeated by the statute of California relied upon by the petitioner. Affirmed.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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J. M. SECOND, Secretary.

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TACOMA, Wash.....2016 North 30th Street
SEATTLE, Wash....84 Seneca Street, P. O. Box 65
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Headquarters:
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ASTORIA, Ore.....P. O. Box 138

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PETERSBURG .....Alaska

UNITED FISHERMEN OF THE PACIFIC.

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Labor News

The Pennsylvania Health Insurance Commission finds that sickness is the largest single factor toward poverty.

Women elevator operators, who have been employed at the Fairmont hotel in San Francisco for the past eighteen months, have been replaced with men. While complimenting the service performed by the women, Superintendent of Service Strong said that men elevator operators were preferable.

"When the men in the Army are demobilized," said Frank Morrison, secretary of the American Federation of Labor, before the House Immigration Committee, "we are going to have bread lines in every industrial center by May 1. After that date it is hoped that building will pick up and take some of the men."

Complaints by the International Molders' Union against seventy-three foundries in Boston and vicinity, asking that the War Labor Board establish an eight-hour day in the industry, were dismissed, the board holding that the case was brought in an attempt to force an eight-hour day upon an industry "in which, so far as the record shows, there were no existing labor difficulties."

The American labor party of New York has been formed by the Central Labor Union, representing 300,000 organized workers. The platform adopted by the organization demands that no war shall be declared without a vote of the people, calls for a 44-hour week, restoration of free speech, free press, free assemblage and free worship; demands free college and university training for all who qualify, better working conditions for women workers, and many other reforms.

A survey of the wage rates existing in the District of Columbia has been made by the Department of Labor. This survey is a striking example of the value of economic power, as against legislative action in the adjustment of wage rates. The figures contained in the department survey show the wages paid in Government departments, union and non-union establishments. It is found that the union establishments pay the highest rate, non-union establishments pay less, and the Government pays the lowest wage of the three.

Following the lead of the local boilermakers, who won their point some weeks ago only after a strike, the Oakland machinists will take Saturday afternoon off in the future beginning with January 18. This applies both to the shipyards and to the outside shops. For some time past the laborers employed in the Oakland shipyards have been taking the Saturday half holiday. Officials of the union stated that should the machinists in the outside shops take Saturday afternoon off the shipyard laborers have been instructed to do the same. With the boilermakers, machinists and shipyard laborers out of the shops on Saturday afternoon the majority of the working force will be gone and it will be practically impossible for work to be carried on. As a result Saturday afternoon hereafter will become a half holiday for all skilled mechanics in the East Bay section, as well as for other workers whose duty lies along parallel lines.

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Advisory, Nels
Akesen, A. R.
Alixis, H.
Anderson, Sam
Andersen, Alfred
Anderson, A. H.
Andersen, hos.
Backshom, C. F.
Barry, W.
Ball, W. J.
Berg, K. G.
Beck, Johanes
Bittner, Fred
Bloom, R.
Brandt, Otto
Bramley, E.
Bradsburry, Geo. T.
Budd, Roy
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Carlson, J.
Case, Chas.
Cavanough, Jas.
Carlson, Gustav
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Christian, C. J.
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Duncan, H.
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Freestone, A. W.
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Gran, A. -1116
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Henricksen, Ch. -2503
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Halmm, K.
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Lewis, O. J.
Lilljegren, D.
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McLeod, John
Mikkelsen, K. -1620
Mikkelsen, Holder
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Mahler, H. R.
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Mathisen, Jorgen
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Rude, J.
Rund, Nils
Rud, Nils
Ronning (Package)
Sund, Alex
Swanson, Wm.
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Antonsen, Egie
Astad Ole
Anderson, Ole E.
Anderson, Albert V.
Anderson, Ola
Anderson, John
Andersen, Oscar
Berg, Olaf
Brien, Peter
Beck, John
Bruce, Robert
Breimo, John
Braavold, Ole S.
Berg, Gus
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Carlson, Carl O.
Claboe, ernard
Campbell, Danley
Conradsen, J.
Cavanaugh, James
Cornelusen, Karl
Conradsen, Julius
Colbert, Frank
Dodds, F. E.
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Finney, Magnus
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Hansen, Andrew
Hansen, Simon M.
Holmst, A.
Holm, Arthur J.
Holst, John
Hanson, Ed.
Howlett, James
Hanson, Carl J.
Hansen, Charles
Horn, John
Huglin, John B.
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Jacobsen, Herman
Johnson, Olaf
Jorgenson, Fred
Johnson, John
Jacobsen, Christ
Johannesen, Fred'k.
Johnson, Alex
Jacobsen, Karl
Jensen, Hans
Jacobsen, John A.
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Lowe, Martin
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Barrot, G.
Brandt, H.
Bengtson, S.
Bohm, Aug.
Davis, Jonh
Doll
Eliassen, H. C.
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Hedrick, Jack
High, Edward
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Jansson, J. A.
Johanssen, John F.
Johnson, Hilmar
Khamp, S.
Kennedy, J. R.
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Lampe, F.
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Meiners, Herman
Newman, I.
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Olson, W.
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Olsen, Ferdenan
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Pedersen, N. B.
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Hahlf, J.
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Rosenblad, Otto
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Svenson, B.
Svenson, Gustaf
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Wendt, Walter

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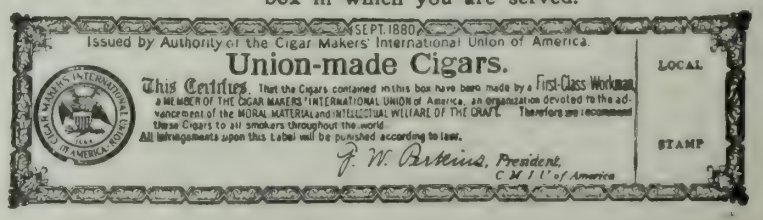

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Johnson, Nels	Willette, Wm.
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Karlsen, Wm.	Wilson, Osvald
Larsen, Harold	

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

Honolulu, H. T.

Anderson, John E.	Nelsen, C. F.
Burk, Harry -1284	Petersen, Carl
Crantly, C. W.	Peters, Walter
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INFORMATION WANTED.

Members of the crew of the SS. 'Brazos," which salvaged the SS. 'Iroquois," about March, 1918, should file, as soon as possible, with me, their claim for their share of the salvage money, or communicate with me at once, as I have noticed the case for trial, and confidently anticipate a verdict in the favor of seamen, for a considerable amount.

ISIDORE A. RABINOW,
Attorney for Seamen,
277 Broadway, Room 401,
New York City.
1-8-19

Members of the crew of the steam schooner "Florence Olsen" who signed articles at New York on September 15, 1918, for a voyage to Central America and return, and who were on board said schooner at the time she salved the steam schooner "Claremont" near the Tucker Islands, off the coast of Nicaragua, on October 31, 1918, and towed her into Christobal, will kindly communicate with Silas B. Axtell, 1 Broadway, New York City. 12-25-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash. 11-6-18

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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Bjork, Rudolf -2206	Larsen, Carl C.
Bohm, Franz	Larsen, Hans
Brandt, Arvid	Miller, Harry
Brandt, L. J.	Mikkelsen, Harry
Buckley, Edw. A.	Mattsen, S. H.
Carlson, Carl G.	Murphy, Francis Leo
Christensen, H. P.	Muller, Robt. R. O.
Christensen, Einar	Nordman, Alek
Clifford, Patrick	Nielsen, Jens
Danielsen, Eric	Nilsen, Chas.
Dahl, Ludwig J.	Nogat, E. G.
Doehring, Otto	Nelson, A. S.
Eikland, Ole	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Olsen, Kristian
Guthrie, V. A.	Pope, Herbert
Geiger, Joe	Powell, H. A.
Graaf, John D.	Paulsson, Herman
Haikka, T.	Peterson, Frank A.
Kangasniumi, E.	Petersen, Anton
Henriksen, Henrik G. V.	-1675
Hoffmeister, M. A.	Petter, G.
Harding, Ellis	Rensmand, Robert
Hartman, Fritz	Ruisgaard, Soren
Henricksen, Christian G.	Richter, N.
Halligan, Thomas	Rosenblad, B.
Hauschild, B.	Siebert, Gust
Johansson, Charles -2407	Sprog, John M.
Johnson, Karl	Swanson, Fread
Jorgenson, Earl	Swanson, Ernest
Jensen, H. T.	Swenson, C. E.
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Johnson, C. A.	Tuhkanen, Johan J.
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Kristensen, Wm.	Willing, Wm.
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	Wold, Frank

INFORMATION WANTED.

Members of the crew of the steamer "Brazos" who were on board when she picked up the S. S. "Iroquois" can obtain money due them for such salvage services by communicating with Silas B. Axtell, attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 7-31-18

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City. 7-24-18

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

Home News

Fires in the United States take an annual toll of more than 15,000 lives and cause a property loss of approximately $250,000,000.

Corporations will pay income taxes of 12 per cent. on their 1918 earnings and 10, instead of 8, per cent. thereafter, under agreement reached by Senate and House conferees on the war revenue bill.

The motto "Liberty, Equality, Fraternity" would replace "E Pluribus Unum" on silver dollars hereafter minted, under the terms of a bill introduced by Representative Schall of Minnesota.

Payment by the government of a pension of $5000 a year to Mrs. Edith Carew Roosevelt, widow of Colonel Roosevelt, was proposed by a bill introduced by Representative Sullivan of Massachusetts.

The indictment against the Socialist magazine, The Masses, and five of its editors and contributors, charged with violation of the espionage act, was dismissed at the instance of Attorney General Gregory.

Flour, amounting to 7555 tons and valued at $1,465,000, on board the steamer West Cape, in New York harbor, has been bought and will be sent at once to Beirut and Constantinople for distribution throughout Asia Minor.

Pure food for hogs, pure food for sheep, for poultry, for cattle. That is what the Legislature of California is to be asked to provide. The California Swinebreeders' Association is back of the programme. They purpose to have their hogs protected.

Twenty-one persons were killed, three seriously injured, one perhaps fatally and seven others slightly hurt on the New York Central at South Byron, when the Southwestern Limited, west bound, crashed into the rear end of the Wolverine standing at the South Byron station.

The principal licensed pork packers of California in establishing their prices for February will follow the example set by the Chicago markets and will adhere to an agreement to pay not less than 1 cent under the Chicago minimum price for the remainder of January supply.

The California State Legislature is to memorialize Congress to enact a universal citizenship law providing that all aliens shall take out full naturalization within a reasonable time after they become eligible, with the penalty in failure of so doing of being forever ineligible to citizenship and subject to deportation.

California's fish canning industry has developed in volume and value over ten times within a period of two years and is the equal of the fish canning industry of Maine and second in value to the salmon canning industry of Alaska. This is the statement of Ralph P. Merritt, former State food administrator, in a letter to Governor Stephens and the members of the State budget board.

The State of California is going into the dental business on a State-wide scale, according to the plans for establishing dental offices under State operation made public by Assemblyman N. J. Prendergast of San Francisco. A bill is being prepared by which the State will maintain self-supporting dental offices in the larger cities of the State, according to the needs of the population, where, under direction of competent practitioners, work will be handled.

Domestic and Naval

The Belgian newspaper "Liberte" announced that the Cunard Steamship Company has decided to open offices at Antwerp and has applied for a site on the Norddeutscher Lloyd pier.

The "convict ship" "Success," a visitor at nearly every port on the Seven Seas, met a freshwater disaster, having been sunk in a flood of the Ohio River recently near Wheeling, W. Va. The vessel is in shallow water and may be raised.

The entire crew of the Japanese steamer "Nanyo Maru" was lost when the vessel was sunk off Hokkaido, according to a dispatch from Kobe. The steamer was on its way from Kobe to Marseilles. The "Nanyo Maru" measured 3039 tons and was owned in Otaru, Japan.

The British steamship "Northumbria," 4215 tons, struck a mine off Middlesborough, and it is believed most of the crew was lost. A boat, with two survivors and eight dead, has been washed ashore at Newton Abbott. Four boats, which left the ship with members of the crew, are missing.

The members of the crew of the Gloucester schooner "Akrona," reported as in danger of starvation on the Labrador coast. have been rescued by the "Tallapoosa," a United States naval vessel, and are being taken to Halifax. The schooner was caught in the ice in Forteau Bay and wrecked.

The bureau of navigation of the Navy Department authorized the discharge of 20 per cent. of the men who enlisted for the duration of the war or who enlisted in the reserve force, and 10 per cent. of the four-year men who signed up between the declaraton of war and December 31, 1917.

Thirty days' leave will be given applicants for re-enlistment in the Navy. Those who have been recently discharged from the Army, Marine Corps or other branches of the military service enlisting in the Navy within thirty days from their last discharge are to be given thirty days' leave before they are ordered to duty.

The Norwegian mercantile fleet in the last four years of war has lost 127 vessels and decreased 760,742 tons in its total tonnage. At the outbreak of the war its fleet comprised 3405 vessels with a gross tonnage of 2,656,708. At the conclusion of the armistice it consisted of 3278 vessels with a gross tonnage of 1,895,966.

Discontent has made its appearance in the British grand fleet over the slowness of demobilization, especially among the auxiliaries whose duty it has been to sweep up mines. The crews of many of the auxiliaries were recruited from the fishing fleets and the men wish to share in the huge profits now being made by the fishermen.

The Navy board of selection recommended the following officers for promotion to the permanent rank of Rear Admirals: Harold P. Norton, John D. McDonald, Hilary P. Jones, Charles P. Plunkett, Joseph Strauss. The following were recommended for temporary rank of Rear Admiral: Benjamin C. Bryan, Wm. T. Howard, George W. Kleine, Archibald H. Scales, Victor Blue, Frederick Brewster Bassett, Jr., Richard J. Jackson.

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Andersson, Edwin
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Forsgren, Carl
Forsman, Alfred
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Fraser, Charles
Frazer, Mikie
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Friwold, O. T.
Frost, Peter
Fryxell, N. W.

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Gjesdahl, Elling
Golden, R. L.
Graiff, Ed.
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Gundersen, K. -899
Gundersen, N. F.
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Hammerquist, G.
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Hansen, Gotf. I.
Hansen, J. -2354
Hansen, M. -968
Hansen, O. W.
Hansen, Hartw.
Hansen, H. M.
Hanson, Fred
Hansson, Harald
Hardman, L. L.
Harris, F. -2223
Hartwick, Walter
Hecker, William
Hein, M.
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Hellman, H. W.
Henriksen, Johan
Hermanson, C.
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Johannson, Bernard
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Johnson, A. B.
Johnson, Matt
Johnson, Chas. A.

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Jensen, Gustav
Jensen, H. -2425
Jensen, Jens
Jensen, Lorentz
Jenson, Harry
Jessen, Carl
Johnson, Louis
Johnson, Nath.
Johnson, Olaf V.
Johnsson, Jonas
Johnsson, K. -1030
Johnstone, J.

Kahl, W. E.
Kallanen, M. J.
Kallberg, Arvid
Karlsson, August
Karman, Wm. B.
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Kassick, Christof.
Kennedy, J. R.
Klausen, Ludvik
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Knight, Henry
Knudsen, Andrew
Knoph, Lewis
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Koppel, Karl
Koskinen, W. A.
Kristoffersen, Gunvald
Kruse, Chas.
Kuzen, E.

Lahke, Nick
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Larsen, Finwald
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Larson, L. H.
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Larsson, Ragnar
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Legoth, Jack
Lesslie, L.
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Liisberg, P.
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Lindblad, Gust.
Lindgvist, Chas.
Link, A. -731
Linsner, P. K.
Littchen, A.
Loberg, Bror
Lono, Einar F.
Luberg, W.
Luckman, Eddy
Ludvigsen, L.
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Lund, Olai
Lunder, Harold
Lundquist, R. A.
Lyall, D. A.

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Marx, Tom
Masters, L.
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Mathsen, L. N.
Mattsson, Alf.
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McGuire, Milton
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Myers, G. R.

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Nelson, Hans L.
Nelson, Herman
Nelson, Phil
Neumann, J. -1423
Nickolsen, L.
Nielsen, Johannes
Nielsen, -1314
Nilsen, N. E.
Nissen, Karl
Nolen, Axel
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Norberg, J. A.
Nordbye, Jacob
Nordenby, T.
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Tannan, Robert
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Thomsen, Wilhelm
Thorsteinssen, S.
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Tillman, C.
Tomson, K.
Torjusen, G. -41
Torvik, S.
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Tysk, J. H.

Ulla, Ola
Unkila, Paul

Van Keppel, J.
Vand der Leek, John
Veckendstedt, Wm.
Veneker, Chas.
Vostar, C. P.
Varela, Diego

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Wallenstrand, Harry
Wally, Michael
Walters, H. R.
Wapper, John
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Ward, Joe
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Wihavainen, Geo.
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Wolstenholm, Thomas
Wright, William H.
Wexford, Frank

Zeritt, John

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Mayes, J. B.
Nelson, A. -1092
Olson, Knut
Oveson, A.
Paal, K.
Spence, Oswald

INFORMATION WANTED.

A libel has been filed on behalf of the following officers and members of the crew of the steam-schooner "Florence Olsen" against the owners of the steam-schooner "Claremont" and the owners of the cargo, arising out of the salvage services performed by the "Florence Olsen" to the "Claremont" on or about the 31st day of October, 1918, off the coast of Nicaragua: George Muceneek, E. Kemfield, H. Julius, G. J. Borman, H. Nelson, Thomas C. Baird, S. A. Alm, Gaston Karlson, John Demliz, John Behrin, A. Von Sohendel, H. Hofstra, W. Christiansen, C. Anderson. The members of the crew who have not yet filed their claims with the undersigned can be joined by co-libelants' petition. An adjustment of this salvage claim is expected very shortly and no time should be lost in filing claims. S. B. Axtell, Proctor for Libelants, 1 Broadway, New York City.

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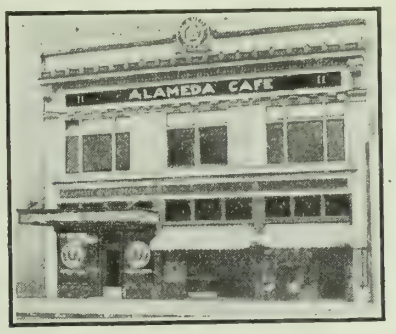

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INFORMATION WANTED.

Members of the crew of the S. S. "Macona," who signed Shipping Articles at New York about April 1st, 1917, are entitled to a share for salvaging the said ship when she was partly wrecked near Havre, France. Members of the crew of the said ship should file, with me, their claims for their share of the salvage money, which I am now trying to collect for other seamen.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

Members of the crew of the S. S. "St. Charles," which salvaged the S. S. "Tea" in 1917, who have not yet filed with me their claim for their share of the salvage money, should do so as soon as possible, as the case will come up for trial in a very short time.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

INFORMATION WANTED.

Members of the crew of the "Florence Olsen," who were on board the said steamship when she salvaged the "Claremont" on October 31, 1918, off the coast of Nicaragua and brought her to Cristobal, should file with me their claim for their share of the salvage money as soon as possible, as I am taking up on behalf of other members of the crew the collection of salvage money due them.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

News from Abroad

In reforming the system of Prussian schools, the type of schools in the northern countries of Europe is to serve as a model.

"The entente has given us enough food to supply Vienna and the rest of German-Austria until Feb. 15", declared an official dispatch received from Vienna.

Belgian deputies returning from an official inspection of the battlefields, propose that Germany be forced to cede to Belgium a zone equal in area to the devastated area.

The Commercial Bank of Budapest has decided to sue former Emperor Charles for 1,000,000 crowns, which he subscribed to the eighth war loan and which he refuses to pay.

The corporation of the city of Cork has voted the freedom of the city to President Wilson as a mark of appreciation of the high principles enunciated for a settlement of the world peace.

Ignace Jan Paderewski was slightly wounded when several shots were fired into his hotel room at Warsaw, a dispatch from that city reported. Twenty Bolsheviks were said to have been arrested in connection with the shooting.

Socialists from allied countries will be called to meet at Brussels in the near future, according to an announcement made by the Belgian labor party. Among other work to be done will be the re-establishment of the Socialist International Congress.

Vilna has fallen into the hands of the Bolshevik army, several thousand strong, which drove out the Polish militia. A masscre of civilians began at once, partly because the Poles had offered resistance and had arrested or shot the members of the local Bolshevik committees.

An official announcement will shortly be issued by the Dominion government, it is learned, extending prohibition of liquor for another two years at least. As a war measure, Canada passed regulations a year ago forbidding importation of liquor and prohibiting shipments from one province to another.

Complete agreement has been reached by the inter-allied food council regarding relief for liberated territories and other affected sections. The plan includes permission for Germany to obtain food provided she turns most of her merchant ships over to the Allies for various uses, including repatriation of American troops.

It is announced that Raoul Villain, who assassinated Jean Jaures, the French Socialist leader, on July 31, 1914, will be brought to trial soon. M. Jaures was shot and killed by Villain while dining in a Paris restaurant. Villain was arrested soon afterwards and declared that he had shot the Socialist leader because Jaures had betrayed France in leading the campaign against the three-year military law.

The Manchester Guardian declared that Samuel Gompers, President of the American Federation of Labor, is forcing European workmen to sever completely the trades unions from all political movements. It maintained that Gompers' attitude was responsible for withdrawal of part of the parliamentary committee of the Trades Union Congress delegation to the International Labor and Socialist Congress in Lausanne.

With the Wits

"How stout Mrs. B is!"

"Yes, she can't even skip through a dull story."—Town Topics.

Mrs. Hatterson—Shopping?

Mrs. Catterson—Oh, no. I went out to buy something I wanted.—Life.

"He's out a good deal nights, I hear."

"Yes, he was last night. I won a hundred from him."—Town Topics.

Wally—You say her husband is stone-deaf?

Sally—Yes; she wants more diamonds and he won't hear of it.—Town Topics.

Mrs. Marlingdake (after the war)—How do you like my biscuits, Henry?

Henry (grumpily)—They ain't like what the army cook used to make.—The Spur.

Bess—So Van Speederly has inherited a million? How long will it last him?

Bob—That depends. If he blows it, ten years; if he invests it, about five.—Town Topics.

Mrs. Crabshaw—I can't imagine why I get so tired every time I go out.

Crabshaw—Perhaps, my dear, it's because of the enormous knitting-bag you lug about with you.—The Spur.

"Dad, I see in many wars there have been privateers."

"Well."

"Was a privateer the same as a profiteer?"

"By no means. A privateer preyed on the enemy, my son."—Kansas City Journal.

"I want to get some information," said the tired man with three suitcases.

"Why don't you apply to the bureau of information?"

"I'm working up to that. First I've got to get information as to how I can find the bureau of information."—Washington Star.

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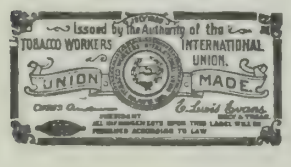

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VOL. XXXII, No. 22. SAN FRANCISCO, WEDNESDAY, FEBRUARY 5, 1919. Whole No. 2524.

THE I. S. U. OF A. CONVENTION

A Summary of the Daily Proceedings

The 22nd annual convention of the International Seamen's Union of America was called to order by Percy J. Pryor on behalf of the local committee, in the Tremont Hotel, Galveston, Texas, at 10 a. m., January 20, 1919.

The delegates were officially welcomed to the city of Galveston by Mayor Kempner and City Commissioner Shay.

Temporary Chairman Pryor then called attention to the absence of President Furuseth, sent to Europe by a vote of the Executive Council to confer with the Executives of the various Seamen's Unions on current problems affecting seamen.

First Vice-President Patrick Flynn then took the chairman's gavel and in a few well-chosen remarks thanked the city officials for their hearty welcome and declared the convention open for business.

The report of the Committee on Credentials was then read, as follows:

Report of Committee on Credentials.

Your Committee on Credentials has examined the credentials of the delegates and the records of the Secretary-Treasurer and find that the following delegates are entitled to represent their respective unions with the number of votes set forth in the report in accordance with constitutional provisions.

The list of delegates and the votes to which they are entitled follows:

	Votes
Alaska Fishermen's Union, 24 votes.	
Hylen, I. N.	12
Thompson, J. V.	12
Deep-Sea Fishermen's Union, 17 votes.	
Meagher, J. H.	17
Eastern & Gulf Sailors' Assn., 76 votes.	
Brown, G. H.	10
Clausen, John	11
Cummings, Geo.	11
Giddy, Harry	11
Ingraham, Dan	11
Munnich, Chas.	11
Pryor, Percy J.	11
Fishermen's Union of the Atlantic, 30 votes.	
Brown, W. H.	15
Shea, Newman	15
Marine Cooks & Stewards' Assn. of the Atlantic, 30 votes.	
Cartledge, W. L.	10
Grange, D. E.	10
Griffin	10
Marine Cooks & Stewards' Assn. of B. C., 1 vote.	
No delegate.	
Marine Cooks & Stewards' Assn. of the Great Lakes, 8 votes.	
Secord, J. M.	8
Marine Cooks & Stewards' Assn. of the Pacific, 24 votes.	
Norkgauer, L. J.	12
Steidle, Eugene	12
Marine Firemen, Oilers & Watertenders' Union of the Atlantic, 68 votes.	
Carlson, Oscar	11
Krain, Morris	11
Lynch, James	11
McKillop, Peter	11
Olsen, John	12
Sullivan, Chas.	12
Marine Firemen & Oilers' Union of B. C., 2 votes.	
No delegate.	
Marine Firemen, Oilers & Watertenders' Union of the Great Lakes, 25 votes.	
Conway, Thos.	12
Ellison, J. W.	13
Marine Firemen, Oilers & Watertenders' Union of the Pacific, 31 votes.	
Clark, John	10
Flynn, Patrick	10
Harrington, C. J.	11
Sailors' Union of the Great Lakes, 21 votes.	
Hanson, T. A.	10
O'Brien, Patrick	11
Sailors' Union of the Pacific, 62 votes.	
Larsen, C. G.	15
May, C. F.	15
Rosen, Jack	16
Scharrenberg, P.	16
United Fishermen of the Pacific, 3 votes.	
No delegate.	

Respectfully submitted.

OSCAR CARLSON, Chairman;
PERCY J. PRYOR,
D. E. GRANGE,
W. H. BROWN.

The report of the committee was adopted.

Chairman Flynn then appointed the following committees:

Committee on Audit—Wm. H. Brown, Chairman; Geo. Cummings, D. E. Grange, Morris Krain, Harry Giddy.

Committee on Constitution—Percy J. Pryor, Chairman; C. J. Harrington, Eugene Steidle, J. H. Meagher, J. W. Ellison, C. G. Larson, Dan Ingraham, T. A. Hanson.

Committee on Legislation—Thos. Conway, Chairman; G. H. Brown, W. L. Cartledge, Newman Shea, Jack Rosen, Chas. Sullivan, P. O'Brien, P. Flynn.

Committee on Organization—H. P. Griffin, Chairman; John Clark, John Clausen, James Lynch, C. T. May, J. V. Thompson, J. M. Secord.

Committee on Resolutions—P. Scharrenberg, Chairman; I. N. Hylen, Oscar Carlson, Chas. Munnich, L. J. Norkgauer, Peter McKillop, John Olson.

Address of Fraternal Delegate Chambers.

The President then introduced Thomas Chambers, Fraternal Delegate from the National Sailors' and Firemen's Union of Great Britain and Ireland. Mr. Chambers spoke, in part, as follows:

Mr. President and Comrades:

At what we all hope to be the close of the great world war, when landsmen for the first time realized how far they are dependent on the men of the sea, I bring you, assembled in convention, the fraternal greetings of the organized seamen of Great Britain and Ireland. Personally I am no stranger amongst you, having most pleasant recollections of your conventions in New York in 1909 and Baltimore in 1911. At the date of the 1909 convention I was engaged in what had been called a somewhat crazy piece of work, namely, the endeavor to organize the seamen on British ships while they were in a foreign port. The job was not so crazy as it looked, as it led up to the great movement of 1911, when we rebuilt our organization and won the right for our men to control more of their own destiny than they had been able to for years past. The stirring doings of the year 1911 are now a matter of history and I am proud that I was privileged to take some small share in the work. From 1911 until August, 1914, things moved with us in a normal way. We had our ups and downs, our disputes with employers, and all the time rigidly safeguarding the things we had won in 1911. We had then a membership of, roughly, 80,000, with a reserve fund of something over £100,000, and were preparing to go still further ahead. The job we had in mind was the elimination of the Chinamen from the British mercantile marine, and a great effort would have been made to accomplish that. Wages had remained at the figure fixed in 1911, namely, £5 10 shillings per month for sailors and firemen, with a further 10 shillings per month for men serving on certain higher classed passenger liners.

Then came the outbreak of the great war, and we at once realized what we were up against, with perhaps the exception of the campaign of frightfulness and with the unrestricted submarine warfare. The men asked for a slight increase in wages to compensate them for the extra risk, and early in August, 1914, at a conference between the representatives of the British admiralty and ourselves, the first war bonus of one pound per month was awarded. I may mention that our policy all through has been to restrict any undue inflation of wages, as we felt that if wages were allowed to go to the figure which we could undoubtedly have demanded there would be trouble ahead of us at the end of the war. What we were really after was to keep our ships running with the minimum of friction, protect the interests of the men, and safeguard their organization. We have been successful in all three of these objects. No British ship has been delayed for one hour because the men were afraid to go to sea. A national standard wage of £11 10s. per month for A. B.'s and £12 per month for firemen has been fixed, with an additional bonus of £3 per month. The organization has been protected to the extent that a National Maritime Board, consisting of equal representatives of the union and the shipowners with a representative of the Ministry of Shipping as chairman, now controls three important matters:

1—The control of the supply of seamen for the ships.
2—Fixes the wages; and
3—Fixes the general working conditions.

These results have been only secured by the ceaseless vigilance of the union and its executive under the guiding hand of our General President Havelock Wilson. Of course, there were adverse influences at work from time to time, but we have been able to combat them all, and to-day the seamen of Great Britain stand where they belong, right in the forefront

of the workers, and there would be a bad time ahead for anyone who attempted to belittle them or their work. The union stands higher in prestige, strength and finance than ever it did. In spite of all our losses—some 17,000 men by the submarine campaign—we have a membership of about 70,000 to-day. We have paid out in benefits to members and their dependents for things directly attributable to the war, some £50,000, yet we have a reserve fund of about £170,000, say about $800,000, for fighting purposes if it's required. The members have voluntarily agreed to double their dues so long as wages remain at the present figure, and are willingly agreeing to pay that sum to keep their wages up. Altogether we are looking forward to the future with great confidence. Conditions on this side of the Atlantic, and your Seamen's Act have had a great influence in fixing our standard, and we realize that there must be a close co-operation in future so that we may maintain our high conditions with as little trouble as possible. We took an active part in the calling of conferences between the European allied and neutral seamen, which resulted in the formation of an International Seamen's Federation, whose principal object is to fix an international wage standard which must approximate to the highest now paid in any country. I am in hopes that the London conference of February 24th next will do much to realize this object.

You will note that so far I have made no reference to the seamen of the enemy countries, and this brings me to the chief reason for my visit to your country. In 1917 the results of the campaign of frightfulness on the high seas had become such that at a conference held in London in August of that year, where British, Scandinavian, French, Dutch, Belgian and Italian seamen of all grades, from the masters and certificated officers downwards, were represented, the policy of the boycott of Germany was initiated. That conference decided that the German flag should not be saluted on the high seas, that they would not work with Germans nor carry German goods until proper reparation had been made for the murders committed. This policy had nothing to do with tariffs, it had no economic basis; it was a punitive policy pure and simple. And it was to be applied to a country which had not forgotten the chivalry of the sea because it never knew it, and had consequently become an outcast amongst the nations. It was not a policy of hate. Seamen do not hate, as hatred is a sentiment born of fear, and as the seamen know no fear so they know no hatred. But they show a righteous indignation and horror at the crimes committed and they have resolved to punish those crimes themselves, in their own way, without calling on the governments for help in any form. It is to put our case before the people of this great nation that I am mainly here today. But I felt, and I am sure you will agree with me that I could not be here while your convention was in session without paying you a fraternal visit. May your labors be successful, and may the organized seamen of our great nations continue to co-operate for the working out of their own salvation independent of and in spite of all the interests that may unite to try and keep us apart.

Address of Fraternal Delegate Suzuki.

Chairman Flynn then introduced Fraternal Delegate Bunji Suzuki, President of the Laborers' Friendly Society of Japan, who spoke, in part, as follows:

Mr. Chairman and Comrades:

I am not going to make a speech to-day, but just deliver a greeting and talk somewhat of the seamen's conditions of my country.

A little over two years ago in December, 1916, I attended your twentieth annual convention of the International Seamen's Union of America in New York. At that time you kindly gave me a beautiful golden medal as a token of your friendship. I deemed it a great honor not only for myself but a great appreciation for my fellow workers at home. After I came back to my country I made a fine box of pawlonia and put the medal in it, keeping it carefully as a heirloom of my family. The other one, the delegate badge, my young brother, who is 16 years old and going to school, is proudly using as a watch fob.

Now, I feel my last visit to your country was an epoch-making event for the labor movement in our country, especially I believe, my attendance to your convention must be a historical incident for the organized movement of the seamen in Japan. Personally I was deeply impressed and encouraged seeing that your great union has a powerful influence upon society and nation, and that only through your indomitable spirit as well as your unyielding endeavor, you got your Seamen's Act, the twentieth century code of seamen, an eternal denotation of the triumph of labor. Coming back to my home I have done my best to cooperate with my associate, Mr. Hamada, who was for years a number one fireman on the steamships of the Nippon Yusen Kaisha Company, and is now the executive of our seamen's union, for the cause of seamen of my country. The membership of our seamen's branch now is about 6000 and I never doubt that before the end of this year the number will reach 10,000.

At present the average wages of seamen in Japan is about 30 yen per month. Boatswain and number one firemen get 60 to 70 yen per month with food and clothing. The Japanese seamen's condition has greatly improved compared with the conditions prevailing before the war, in fact the wages just doubled compared with several years ago, having been increased three times during this war, and almost all of it came from the exertion of organized labor.

Of course, our organization is still very young and small, and there is no comparison with your great organization, but we are quite hopeful, because signs of awakening of wage earners are evident all over the country. They are just beginning to understand the principles and benefits of the labor union, and "recognizing that organization is the only means by which the seamen may hope for the amelioration and final emancipation from the many evils attending their calling." Moreover, the capitalistic class still is very powerful in my country, but they are now feeling very uneasy of their own position, and they are quite at a loss how to handle the worldly waves of the labor problems. After our last rice riot they are just beginning to understand—and in a measure to recognize the labor organization. So through our inflexible exertion and with help of you, elder brothers of this country, I am sure, before many years we will have approached nearly, if not entirely, to your present standard of condition. Moreover, I may say, I am quite ambitious to plan a campaign to bring the wages and labor conditions in the mercantile marines, not only of my country, but all over the world up to the American standards, through the international co-operation of the seamen's unions of the world. Because just as a union is needed is to uplift the individual conditions, the international union is needed to elevate the standard of the organization of each country.

To talk about seamen's condition of Japan I have to tell you of the institution of the Japanese Seamen's Aid Society. The society was established in 1880 by so-called public-spirited men in my country. The aim of the society is to train and protect seamen; so among the members we have lots of peers, millionaires and retired naval officers. It has its branches in Yokohama, Osaka, Kobe, Nagasaki, and several other important places. It holds now more than 800,000 yen for its funds, and it professes to be at work to improve seamen's characters, to train seamen, to rescue seamen from distress, to take care in the hospital of injured and sick seamen, to have boarding houses for seamen, etc. However, this society was organized by so-called public-spirited persons. It is not an organization by seamen for seamen. So that it is doing practically nothing. It has contracted with shipowners and is functioning as an employment agency, controlling the seamen's movement though his seamen's certificate. It is quite certain that this instituton has restrained the free movement and the industrial emancipation of Japanese seamen. During the last forty years, Japanese seamen have laid down under this yoke on the sign board of a charity association, having been forbidden to have an organization for themselves because this was considered something like a conspiracy against their master. But now, the time has come, the kingdom of labor is being established. The seamen of Japan never again will be content with charity work. They want to have their own organization to protect themselves. The labor problem is not a problem of charity but it is a struggle for existence. The labor movement is not a social charity work, but it is a holy task to get a recognition that labor is human. It looks to me as if the rice riot in my country during the last summer is a revelation to emancipate the Japanese wage earners from the traditions and ancient circumstances.

On my way to this country I had plenty of time on board to study the real conditions of Japanese seamen. The crew of the T. K. K. Co. steamship "Shinyo Maru" on which I came across the Pacific, were all members of our organization. I have dined with them and talked with them almost every day in their own quarters, making speeches several times. After that I found out that all of them are quite ambitious to bring their wages and conditions to the American standards, and even the officers are eager to join us to promote their own conditions.

I am now en route to Paris, France, to attend the International Labor Conference which will be held there, so I am not able to stay until your convention has its final session. I greatly regret that my time is so limited as not to be able to talk with each of you personally. But I hope for and solicit your help and cooperation to build up our infant organization, and any kind of information about organized labor, especially on seamen, will be welcome always. I sincerely hope that some day the bond of friendship of our two organizations will bind the whole globe and that the time is not far distant when your International Seamen's Union shall realize its great ambitions and lofty ideals. I thank you for your kind attention.

REPORT OF COMMITTEE ON AUDIT.

To the Twenty-second Annual Convention of the International Seamen's Union of America:

Your Committee on Audit has carefully examined the books and accounts of the Secretary-Treasurer for the fiscal year ending January 20, 1919. We find that the various receipts and vouchers for all money received and expended by him during the year are properly accounted for and his books and records are entirely correct and we therefore compliment him for the neat and efficient manner in which he has kept the same. The financial statement follows:

Receipts.

Per capita tax	$27,152.30
Assessment	19,304.71
International Books	316.00
Charter fees	10.00
Miscellaneous	20.11
Total	$46,803.12

Disbursements.

A. F. of L. convention expense	$2,714.97
A. F. of L. per capita tax and assessment	4,787.50
Charter fees refunded	24.50
Contribution National Popular Government League	50.00
Defense of the Seamen's Act	10,113.95
Donation for organizing Iron and Steel Workers	300.00
I. S. U. of A. convention expense	2,402.65
Joint Organizing on the Great Lakes	4,072.25
Joint Organizing on the Pacific	70.00
Organizing Atlantic fishermen	864.00
Legislation	2,358.00
Organizing Great Lakes cooks	2,618.75
Printing, general	562.67
Printing, Call to Sea and Seamenship	2,192.55
Salaries	1,950.00
Stationery and office	1,574.51
Traveling, general	3,080.93
Traveling, re Peace Conference	1,000.00
Total	$40,737.23

Recapitulation.

Cash on hand November 26, 1917	$ 4,613.49
Total receipts	46,803.12
	$51,416.61
Total disbursements	$40,737.23
Cash on hand January 20, 1919	10,679.38
	$51,416.61

Your committee further reports that we sent a wire to the First National Bank, Chicago, Ill., regarding cash on hand and received the following reply:

"Chicago, Ill., January 21, 1919.

"W. H. Brown, Chairman,
Tremont Hotel,
Galveston, Texas.

"Replying telegram figures according to our books are $10,304.18.

(Signed) "FIRST NATIONAL BANK."

The balance of cash to make up the total we have seen in actual cash on hand by the Secretary-Treasurer.

Respectfully submitted.

WM. H. BROWN, Chairman;
D. E. GRANGE,
GEO. CUMMINGS,
MORRIS KRAIN,
HARRY GIDDY.

The report of the committee was adopted.

REPORT OF COMMITTEE ON RESOLUTIONS.

The Committe on Resolutions submitted the following report:

The International Seafarers' Federation.

Your committee has given careful consideration to the call received from Havelock Wilson and Andrew Furuseth for additional representation at the convention of the International Seafarers' Federation to be held in London, England, on February 24th.

Your committee is deeply impressed with the importance of such a convention and fully appreciates the potential influence which this gathering is likely to have with the delegates at the Peace Conference.

We have been informed that the International Seafarers' Federation was organized in Copenhagen during June of last year. Its membership consists of 70,000 British seamen and approximately 10,000 men comprising the membership of six seamen's unions in the Scandinavian countries. We understand that the Italian Seamen's Union with 10,000 members, and one or two of the other Seamen's Unions on the European continent are now ready to join the Federation. In any event, representation is expected from all the countries mentioned as well as from Holland, Belgium, France and Spain.

Havelock Wilson is the President of the Federation and C. Damm of Denmark is the Secretary on permanent salary.

The initiation fee in the Seafarers' Federation is 6 cents per member, which on the basis of our present membership of 50,000 would mean an initial payment of $3000.

There is no fixed annual contribution. The intention of the Federation's founders was to use the funds secured in initiation fee as the working capital and to make up the disbursement at the end of each year by a pro rata levy upon the affiliated membership.

In view of the fact that the future policy of

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Amazing Oil Profits.

The International Oil Worker publishes a review of recent profits in the oil industry in the mid-continent fields.

The Oil and Gas Journal, of Tulsa, Okla., is quoted as stating that the daily average production in these fields, November 1 last, was 452,800 barrels. At the price of 90 cents a barrel (the rate three years ago) this oil would have brought the producers $407,520 a day, $2,852,640 a week of seven days, $12,225,600 a month of thirty days and $148,743,800 a year of 365 days. At the present price of $2.25 a barrel the figures are, $1,918,800 a day, $7,831,600 a week, $30,564,000 a month, or $371,862,000 a year.

"History," it is stated, "can be searched in vain for a parallel to this great financial miracle worker. King Solomon's mines were a charity offering; the Klondike, a piker's dream; Cripple Creek, a widow's mite; Sindbad's fabled valley of diamonds, the wealth of the Indies or the wealth Aladdin's wonderful lamp brought to him, in comparison would represent a 10-cent side show to this great automatic money-making machine, the oil industry."

The International Oil Worker makes this comment on these profits:

"And there are many of us who remember the plaintive wails of some of the operators that they would be unable to continue operating if they had to grant the eight-hour day and the $4 minimum wage."

Cost of Living Jumps.

The National Industrial Conference Board, representing seventeen manufacturers' associations, reports that living costs for wage earners have increased 65 to 70 per cent. between July, 1914, and November, 1918.

This is a remarkable jump from last year, when the board placed the increase at 50 to 60 per cent.

Using the 70 per cent. increase as a basis, it would mean that a worker receiving $3 a day in 1914 would now have to be paid a wage of $5.10 a day to meet the figures of these employers, who can not be charged with making exaggerated statements regarding living costs for their workers.

The conference board quotes the United States Bureau of Labor statistics, which has shown that during the five-year period from November, 1913, to November, 1918, the price of lard, bacon, corn meal, flour, sugar and pork chops advanced 100 per cent. or more. No article of food for which prices were collected showed an increase of less than 50 per cent. for the five-year period.

Want Work in Cities.

In writing in the United States Employment Service Bulletin on the present Canadian labor situation, George W. Edwards says:

"The experience of Canadian officials in handling the placement of soldiers is indeed interesting in throwing light upon the psychology of returned men. It seems that the majority prefer employment in cities, even though this entails inside work. In explanation it is pointed out that army life is intensely gregarious, for the soldier is never without the company of his fellows. Hence many believe that the returned soldier will be absorbed not so much by the farm, where lonely existence might become unbearable, but rather by the factory, where the team work spirit is strong. Especially wil this apply to the young men."

Must Protect Rights.

As an answer to the anti-union policy of certain officials of the Postoffice Department, Frank Morrison, Secretary of the American Federation of Labor, has issued the following circular to State Federations of Labor and city central bodies:

"Attention is hereby called to an organizing campaign that is now being conducted by the Brotherhood of Electrical Workers on behalf of the telephone girls throughout the country. All State Federations of Labor, city central bodies and American Federation of Labor organizers are urged to support this movement to their fullest extent.

"This support should be given for two reasons—first, because it is our duty, as trade unionists, to extend every possible aid to fellow workers who would improve their conditions by collective action, and second, because instances are reported where postoffice officials have taken such action in the case of these telephone girls that is equivalent to a denial of the right to organize.

"The trade union movement should take this occasion to impress upon these officials—and all others—that the organized workers are as opposed to industrial kaiserism as they are to the military species that has been happily overthrown by the united efforts of our citizenship.

"Every chivalrous instinct in true Americans should respond to the appeal of these wage-working girls, that postoffice officials shall recognize a right accorded workers in other departments of the Government and which has been sustained by the President of the United States when he proclaimed the principles of the National War Labor Board.

"The denial of any right by a Government agency is a development whose first appearance is too often passed unnoticed.

"Trade unionists must be vigilant less their right to organize is encroached. To this end we call on organized labor to give these telephone girls every aid, to assist the Brotherhood of Electrical Workers wherever possible in the molding of a public opinion against the condition complained of, and strive by all lawful means to interest telephone girls in the trade union movement, its purpose and its value to the wage earners of our country."

Farmers Warn Senate.

In a resolution passed by the National Farmers' Conference the United States Senate is warned "not to attempt to imperil the President's plans for a league of

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The cost of living is increasing all over the world. The workers in South America, South Africa, Australia and Europe are facing the same difficulties as the workers of the United States. Their wages will not buy the necessaries of life.

It is an interesting fact that on the third day after the Socialists took hold of the Government of Germany, night work and Sunday work was abolished in all bakeries and confectioneries throughout Germany. The abolition of night work has been a Socialist demand throughout the world, and the Socialists of Germany proceeded at once to put this part of their program into operation in various industries, notably the ones above mentioned.

Since the English Government has announced that it will take over the railroads there has been some talk about the probability of the workers' political rights being interfered with. This significant statement is printed in Reynolds' Newspaper: "So far as railway workers are concerned, they intend to prevent any interference with their political and citizen rights, but there is not much fear of any encroachment in this direction, in view of their strong trade union organization."

The Communal Federation of Workers of Goteborg has addressed a demand to the Swedish Government that a just distribution be made of the food supplies that are being imported into Sweden. The manifesto points out that the middlemen are making enormous profits, and that food is only within the reach of the wealthier classes. The limit of endurance has been reached by the workers, it states. The manifesto demands that all middlemen be eliminated. The workers of other communities are called upon to make similar demands.

The Central Federation of Labor of France has issued a reconstruction program which calls, among other things, for the constitution of a league of nations through the free co-operation of all the people for the abolition of economic protectionism and the doing away with an economic war after this war, for disarmament, for the establishment of an international bureau of transportation and repartition of raw material, for the internationalization of colonies, and for a program of no annexations, no punitive indemnities, and self-determination for all peoples.

The acute labor unrest which has been convulsing Argentina for months came to a climax on January 8th, when a general strike was declared throughout the republic. It resulted in a complete tie-up of all industries. Even the police, the firemen, the street-cleaners, and other municipal employes in Buenos Aires joined the strikers. The center of the disturbances was the Vasena Iron Works where some 20,000 men did picket duty. The Government finally broke the strike, after various street battles had taken place, on January 11th, by declaring martial law and appointing General Dellepaine as military dictator. In Congress, the Socialist deputies demanded an explanation of the Government's use of force in the strike. The session broke up in wild disorder, fist fights being one of the attendant circumstances.

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Clothes Made Also From Your Own Cloth
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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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BOOT & SHOE WORKERS UNION — UNION STAMP — Factory

Named Shoes are frequently made in Non-Union factories

DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.
John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

INT'L UNION OF UNITED BREWERY SOFT DRINK WORKERS — Union Made Beer — Ale and Porter — OF AMERICA

Ask for this Label on Beer

INT'L UNION OF UNITED BREWERY AND SOFT DRINK WORKERS OF AMERICA

Asks you to write and speak to your

STATE ASSEMBLYMEN AND STATE SENATORS
TO
WORK AND VOTE

Against the Ratification of the National Prohibition Amendment to the Constitution

INT'L UNION OF UNITED BREWERY SOFT DRINK WORKERS — Union Made and Bottled — Soft Drink — Mineral Water — OF AMERICA

Ask for this Label on Soft Drinks

Demand the Union Label

San Pedro Letter List

Aalto, Harry	Hoek, A.
Albertson, Johannes	Holmstrom, Fritz
Amundsen, Pete	Iverson, Tom
Andersen, Mr.	Jensen, J.
Andree, Ernest -1110	Johansen, J. -2214
Antonsen, N. H.	Johansen, N. A. -1604
Barney, A. M.	
Bedford, A.	Johansen, Fred
Breien, Hans	Johanson, John A.
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Peterson, K. E. -906	Warkala, John
Peterson, Hugo	Zimmerman, F.
Pelz, Fritz	Zunderer, Theo.
Petrow, Fred	Zunderer, Theo
Roed, Lief A.	(Questionnaires)
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Sanders, Chas.	Holm, Frank
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Pacific Coast Marine.

The Oceanic Steamship Company's liner "Sonoma," which left Sydney January 23 for San Francisco, has put back to the Australian port with a damaged propeller.

Manager Harry Levinson of the Peterson Company is using some of the new equipment purchased at San Diego to compete for local towing.

The port of Portland has gone on record as opposing construction of the new dry dock authorized by the Public Dock Commission. The port takes the position that further dry dock facilities are not needed at this time.

The United States dredge "Chinook," which for several seasons past has been operated at the mouth of the Columbia River, has departed for Charleston, S. C., where she will carry on dredging operations at the harbor entrance.

Giving the wooden shipbuilding industry of Puget Sound and the Coast a big boost, Atlantic Coast shipping firms have chartered thirty-four wooden ships, products of the West Coast, according to an announcement by the Shipping Board.

The Alaska Packers Association will receive 84,000 yen from a Japanese concern for the remains of the "Star of Poland" which piled up on the Japan coast last autumn with a loss of ship and cargo. The Japanese company will salve what it can from the wreck.

The steamer "Princess Sophia," which foundered on Vanderbilt Reef, Lynn Canal, last October, with heavy loss of life, did not break in two as has been reported. She rests on an even keel. It is believed probable many more bodies will be recovered from the vessel.

The Crowley Company announced recently that a cut of not less than 20 per cent would be made in the rates now charged for local lighterage. The cheaper rate, which will bring the prices down nearly as low as the rates existing before the war, is made possible on account of the recent cut in the cost of ropes and other equipment used in the lighterage service.

With the largest cargo of flour ever taken from Puget Sound by a Sound-built steamer, the United States Shipping Board freighter "Ed Growbe" sailed from Seattle for Europe. Her cargo consisted of 9487 short tons, valued at $1,200,000. She is commanded by Lieutenant J. W. Baldwin, the youngest officer of the Navy to be entrusted with a big freight. He is 28 years old.

The steamship "Senator" is to be placed in the service between the United States and the Orient by the Pacific Steamship Company. The "Senator" will sail from Seattle February 25 and special arrangements have been made to take San Francisco passengers to the Sound on one of the company's coasters. A rate of $175 has been made for the voyage. Only first-class transportation will be sold.

Bound for isolated settlements in Western Alaska, where the sparse population is desperately in need of food, the power schooner "Bender Brothers" will sail from Seattle on February 10 with a full cargo of supplies. Reports reaching Seattle are that many of the settlements are in dire need of provisions and the "Bender Brothers" has been chartered to rush provisions to their relief.

The Matson Navigation Company's liner "Maui" has operated in the Government transport service as a troopship since the United States entered the war. It is rumored that the "Maui" may be released shortly, and is to be restored to the Matson service. The "Maui" is the biggest of the fleet, being 12,500 deadweight tons. A total of 3000 troops or casuals have been carried each voyage across the Atlantic.

A four-masted schooner, believed to be the "Helunea" of Callao, has been sighted by the Pacific Mail liner "City of Para" in equatorial latitude, according to a message from the San Diego radio station. The "Para's" aerogram read: "Passed on January 24, derelict four-masted schooner 'Helunea' of Callao, loaded with lumber, latitude 0 degrees, 5 minutes south and longitude 112 degrees 30 minutes west." Identification for the vessel was not certain, and further details are awaited.

The motorship "Alabama" has completed a voyage from San Francisco to Shanghai for the Overseas Shipping Company. The vessel encountered the same storm that razed portions of Hawaii and a terrific typhoon, but the full Diesel engines installed by McIntosh & Seymour never hesitated for a revolution and the craft went through without a scratch. Four of the forty-ton boilers of the steamer "Bear" were lashed on deck, but the lashings held fast. The performance of the "Alabama" is considered a remarkable test for a motorship.

Hardy British trawlers who manned the mine-sweeping fleet that kept the North Sea clear to German "eggs," are being recruited by the F. E. Booth Packing Company to man its fishing fleet and sweep the local banks for deepsea denizens, according to an announcement by the company. Recently the Booth Company placed an order in England for two steel trawling nets such as are used on the English coast and asked that Cornish fishermen be sent over to operate them. A cablegram was received by the company saying that three men of the English mine-sweeping fleet were leaving on the first available vessel, and were bringing the nets with them.

After a conference in San Francisco with representatives of the Navy and the Customs Service and Joseph Connelly, assistant to John W. Preston, Deputy United States Attorney-General, concerning the presence of enemy aliens on American ships, it was decided that Connelly shall notify shipowners and maritime labor organizations that enemy aliens are still barred from American vessels. The action followed the removal of Germans from several vessels in the harbor by Lieutenant-Commander Randall Rogers, head of the Navy Alien Enemy Inspection Detail, and their subsequent release from detention. Commander Rogers requested a definite ruling from Preston's office as to the future enforcement of the Espionage Act.

The advisory committee of shipping men, operators, exporters, importers and others interested in the harbor, which was appointed by President McCallum of the Board of State Harbor Commissioners to assist the Commissioners to handle the business of the port, is to be divided into a number of sub-committees for the purpose of facilitating the work that can be accomplished. McCallum said that the departments would cover the following subjects: Drayage and warehousing, wharves, stevedoring and mechanical equipment, foreign commerce, shipping, harbor extension and transportation. Each committee will specialize upon the subject assigned to it and the members chosen for each department will be picked on account of their knowledge of the questions involved.

Shipping men in San Diego are evincing keen interest in the disposition to be made of the fleet of eleven German sailing ships that have been interned at Santa Rosalia, Lower California, since August 4, 1914. The fleet includes seven ships owned by Knohr & Burchard of Hamburg and range from 1865 to 2334 tons. The other four were owned by the Flying P line of Hamburg and Kiel. Three of these, the "Steinbek," "Wandsbek" and "Goldbek," are reported to be in excellent condition, although all of the ships are badly fouled by marine growth. There are said to be a number of bills outstanding against the ships, and it is probable legal proceedings will be undertaken against the owners soon after the conclusion of the Peace Conference, when the ownership of the fleet of sailing vessels will be definitely established. The crews of the ships deserted soon after their internment.

The Shipping Board wooden steamer "Quoque," which arrived at Balboa recently, propelled by steam generated from only one of the two boilers, has been fully repaired and is now on the Atlantic. The damage detained the vessel only three weeks. The quick repair feat was possible because within two days of the receipt of the report of the injury to the boiler, at San Francisco, Captain Pillsbury had a duplicate boiler on the way to Balboa. One of the regulation stock boilers intended for another ship was sent and filled in nicely. According to officials of the Shipping Board the boiler, which is one of the Heine safety type—a modification of the original Heine equipment as designed by the engineers of the Emergency Fleet Corporation and the Heine concern—was burned out, owing to carelessness. The officers on the bridge noticed that the speed of the vessel was cutting down and ordered more steam. This was attempted by shoveling in more coal, and the terrific heat melted the water tubes. The Government maintains a first-class ship repair plant at Balboa, and when the "Quoque" arrived there one of the electric cranes picked up the 17½-ton boiler and replaced it with the new one. Officials of the Shipping Board here say that good work is done at the canal terminal and the cost is less than here. The natives do the heavy work and capable American engineers boss the job.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

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INTERNATIONAL SEAFARERS' FEDERATION.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 5, 1919.

THE AFTERMATH.

Not so very long ago the mouth-patriots of our own beloved Republic never failed to explode when someone merely referred to the problems which all knew were bound to come with the end of the war.

No real patriot was supposed to have time for anything except for the immediate task of winning the war. Several of the most distinguished American labor leaders displayed particular talent and energy in suppressing every sane discussion of after-war problems.

Well, we all know that the war ended rather suddenly and that demobilization problems were upon us much sooner than anticipated. A regular deluge of reconstruction programs followed. Nearly every Central Labor Council, every State Federation of Labor, and societies, clubs, associations too numerous to mention, evolved their own pet reconstruction schemes. The American Federation of Labor Committee on Reconstruction has just followed the general procession by making public a lengthy and scholarly treatise dealing with every phase of the general subject of demobilization and reconstruction.

In the meantime, our sailors and soldiers are being discharged quite rapidly; a more or less aggravated unemployment problem is already with us; yet, judging by the events of the past, the splendid declarations and proposals contained in the A. F. of L. program will remain just where they are now—on paper!

An earlier start would doubtless have facilitated matters, but it is useless to talk about that now.

The formation of an American Labor party, a party with an ideal and a vision, organized separate and apart from the existing economic organizations of the workers, is being urged in several of the industrial centers of the East. It is, in fact, not only urged but has "caught on" to an unheard-of degree. To be sure, Gompers and the old-line leaders are against it. Mr. Gompers has done his best to stop the political labor party movement in its infancy, but apparently without success.

In New York, Illinois, and elsewhere the movement to organize the workers politically is progressing despite the vigorous advice of old-line trade-union leaders to shun the new movement and stick to the established A. F. of L. method which has secured legislative demands regardless of partisan politics.

Of course, no one can dispute the fact that the A. F. of L. policy has brought tangible results. But times and conditions have changed. America and all the world are confronted by problems that tend to jar the most complacent mind. The two old political parties of our country can not or will not make the workers' problems their own. Both are emphatic in denying the existence of any "class," yet a class-conscious Supreme Court quietly but effectively continues to administer chloroform to most of the legislative achievements for which organized labor has claimed credit.

What shall the answer be? Shall it be meek submission and the same old trailing behind the gaudy band-wagons of old political parties? Or shall it be a clear-cut economic and political demand, and the creation of a new political machine, striving for that new order of things?

Evidently a great many American trade-unionists are inclined to make a try for the latter. And the New York Labor party platform, summarized herewith, is typical of the general trend of demands:

The restoration of the fundamental political rights of free speech, press, and assemblage; the furnishing of employment to soldiers and war-workers, with extension of public works for that purpose; the permanent public ownership of such public utilities as railways, telegraphs, telephones, mines, stockyards, grain-elevators, irrigation dams and water-power plants, and unused lands; the reduction of the cost of living, by co-operation and the elimination of the middleman and the profiteer; democratic control of industry and commerce; democratic control of education; enforcement of the American standard of living by establishing a standard wage based on the cost of supporting a family of five, by establishing a working week of forty-four and a working day of eight hours, by recognition of the unions, by providing social insurance, and by enacting uniform laws protecting women and child labor; complete equality of men and women in government and industry; a curb on the power of the Supreme Court to declare laws unconstitutional; opposition to any form of prohibition curtailing personal liberty; representation of labor in all government departments and all commissions and agencies of reconstruction; a referendum vote before a declaration of war; no compulsory military training; increased taxes on incomes, inheritances, profits, unearned increments, and land values.

These demands may not include every wish and every hope voiced by the more radical spirits, but it is far ahead of anything presented by the old parties. Moreover, as a whole, it is worth fighting for by the countless men and women who are practical enough to realize the impossibility of establishing paradise on earth, but who none the less cherish an ideal and vision for a greater and better world than any of us have heretofore known.

Last week's issue of the JOURNAL contained a résumé of the President's and Secretary's reports to the Galveston convention of the International Seamen's Union of America. In this issue is the first half of a liberal synopsis of the convention proceedings. Next week's issue will have the second half, together with an editorial review of the convention's work. Members everywhere should make it a point to read the transactions of their convention. A well-informed membership is as great an asset to a Union's stability and future welfare as is a well-filled treasury.

OUR WOODEN SHIPS.

Nearly a year ago the JOURNAL uttered a warning against the dilution of our new merchant marine by the addition to it of a lot of jerry-built wooden ships.

That the warning was to some extent heeded is evidenced by the fact that though the Shipping Board originally contemplated building some eight hundred of these vessels, only about ninety were ever completed. Even at that, what to do with these "lame ducks" now looms up quite a problem for the Shipping Board. They represent too much recently invested capital to be consigned to the boneyard, where all good old hookers are sent when their earning days are over. On the other hand, with ocean freights receding to pre-war figures, they can only be run at a loss.

The faults of construction, only too apparent in this class of ships, were perhaps largely unavoidable under the circumstances. The emergency that made it necessary to build them was great. Yet even so, the old saw, "The more haste the worse speed," amounts to a rule that seems to admit of no exception.

But leaving out the item of faulty construction, there still remain several objections to the wooden ships of emergency build. First, their carrying capacity is too small. Too much space must be given up to coal when they are chartered for long voyages. This of course reduces correspondingly the space allotted for cargo.

Second, they lack speed. Few of them, if any, will average more than ten knots an hour on overseas runs. The hulls of these jerry-built ships will not stand the racking and vibrations of powerful engines such as are installed on steel ships of equal tonnage. No wooden ship will, no matter how well built she may be.

Third, their frames and planking having been cut from green timbers, they leak overmuch. This limits their sphere of usefulness to the carrying of only such cargoes as will not be damaged by salt water. In short, they don't pay; a fatal defect in a ship if ever there was one.

To be sure, suggestions for making them pay are not lacking. One Shipping Board official is quoted as having worked out a plan for converting the "lame ducks" into sailing ships for the lumber carrying trade. All that is required, according to him, to make of these vessels first-class lumber droghers is to take out the engines, cut away the present decks and build others lower down so that deckloads could be carried, and widen the hatches. It's a fine scheme no doubt; but those who ought to know claim that the cost of conversion would be prohibitive.

It has also been proposed to cut down the hulls and rebuild them into barges. Another plan is to install Diesel engines in place of the present engines, and thus increase the cargo space.

But every proposition submitted so far resolves itself finally into a case of throwing good money after bad. Far better then to take the money and add enough to it to build an A1 at Lloyd's ship that, like "a thing of beauty," would be "a joy forever" to her owner.

What then should be done with those "lame duck" wooden ships? Well, our own idea is that the Shipping Board should auction them off to the highest bidder while the auctioning is still good. Even if the Government cleared

only fifty cents on the dollar through the deal, it would assuredly be a blamed sight better bargain than running the ships at a loss for years, and then have to scrap 'em after all.

"OLD STUFF."

We have carefully scanned every line of Captain Robert Dollar's article on "The American Merchant Marine After the War," in the hope of finding some new, and mayhap helpful, argument against the Seamen's Act. Helpful criticism is always welcomed by the JOURNAL, especially helpful criticism of the Seamen's Act, because we realize keenly that it is not a perfect instrument. Its opponents took good care that it shouldn't be so any more than they could help.

But our scanning was all in vain. What we found was the same "old stuff" that the choleric old gentleman has been regularly getting off his chest every once in so often ever since the Seamen's Law was enacted—aye, and for several years before that auspicious event took place.

And Lord! How the doughty Captain can raise the temperature of the circumambient ether when the Seamen's Law runs athwart his hawse! Compared with his picturesque performances in that line, cursing by bell, book, and candle was a rather tame affair. The truth seems to be that contemplation of the Seamen's Law affects the venerable gentleman much the same as the sight of a red rag affects a bull. At that we hasten to assure both the Captain and the bull that no invidious comparison is meant.

We don't know whether it is colossal nerve, or that bland, child-like artlessness said to be acquired by white persons from long and intimate association with the sons of the Flowery Kingdom. But for sheer audacity Captain Dollar's proposed scheme for the sale by the Government of its ships to private individuals has every other scheme of the kind lashed to the mast, backed off the boards and, in general, beaten fifty-seven different ways from the jack. If there is anything to compare with it, it must be the Captain's further proposition that the Government pay to American shipowners the difference between American seamen's wages and Chinese seamen's wages. There sure must have been some audible gasping for breath when these two propositions were first sprung upon the unsuspecting gentlemen composing the United States Shipping Board.

However, that part of the proceedings is the Government's funeral. What the JOURNAL is chiefly concerned about is the all too evident determination of Captain Dollar and his friends to bring back the old slavery conditions which the Seamen's Act freed American seamen from. It seems a strange way to thus reward the services of men who braved the U-boats and the other dangers of the sea during the war that the property of Captain Dollar and other shipowners might be safe. But, 'twas thus.

"When the devil was sick the devil a saint would be;
When the devil got well the devil a saint was he."

While the war was on American seamen were "heroes." Now that the war is over they are going to have the shackles riveted on to them again. The introduction in Congress of the Calder and Gould bills at the same time that "The American Merchant Marine After the War" appeared in print was no mere coincidence.

DILLON vs. "STRATHEARN" CASE

Supreme Court Dismisses Certificate From Circuit Court of Appeals on a Technicality.

SUPREME COURT OF THE UNITED STATES.

No. 361.—October Term, 1918.

John Dillon vs. Strathearn Steamship Company, Claimant of Steamship "Strathearn."

On a Certificate from the United States Circuit Court of Appeals for the Fifth Circuit. December 23, 1918.

Mr. Justice Day delivered the opinion of the court.

John Dillon, a British subject, filed a libel in admiralty in the United States District Court for the Northern District of Florida in which he claimed the sum of $125.00 alleged to be due him for wages as a carpenter on the steamship "Strathearn." The District Court dismissed the libel (239 Fed., 583). An appeal was taken to the Circuit Court of Appeals for the Fifth Circuit. The libel was filed under the provisions of section four of the Seaman's Act of 1915, 38 Stat., 1165, 1168.*

The Circuit Court of Appeals certifies two questions to this court:

First. Is Section 4530 of the Revised Statutes of the United States, as the same was amended by Section 4 of the act of Congress, approved March 4, 1915, entitled "An Act to promote the welfare of American seamen in the merchant marine of the United States; to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea," violative of the Constitution of the United States?

Second. Is Section 4530 of the Revised Statutes of the United States, as the same was amended by the last mentioned act of Congress approved March 4, 1915, violative of the Constitution of the United States in so far as it provides "That this section shall apply to seamen on foreign vessels while in harbors of the United States. and the courts of the United States shall be open to such seamen for its enforcement?"

The certificate is made under Section 239 of the Judicial Code which makes provision for the certification of questions of law to this court from a Circuit Court of Appeals. The section provides that this court may give instruction on the questions certified, or it may order the whole record sent up for consideration and decision. Rule 37 of this court provides that in such cases the certificate shall contain a proper statement of the facts on which the questions of law arise. The certificate in this case fails to comply with this rule of court. It contains a partial statement of Dillon's contract with the ship. It states that no part of the sum sued for was due under the shipping articles signed by Dillon. It does not state the terms of payment agreed upon, when or where payments were to be made under the contract, or what advancements, if any, were to be made during the voyage. The certificate concludes: "For information as to the facts of the case copies of the transcripts and briefs are herewith transmitted." Counsel argue the case by reference to the transcript of the record in the Circuit Court of Appeals, and it is apparent that a proper consideration of the case requires such reference. This transcript is no part of our record. This court alone has authority to have it sent up. The briefs in the Circuit Court of Appeals are no part of the record here. The certificate is required to state the pertinent facts in order that this court may answer the questions of law certified with reference to such facts, and not by searching the records and briefs of the Circuit Court of Appeals itself.

The certificate therefore fails to comply with our rule, and in accordance with the established practice must be dismissed. Cincinnati, Hamilton & Dayton R. R. Co. vs. McKeen, 149 U. S., 259, 261; Stratton's Independence vs. Howbert, 231 U. S., 399, 422 and cases cited. Dismissed.

A true copy.

Test:

Clerk Supreme Court, U. S.

* "Sec. 4. That section forty-five hundred and thirty of the Revised Statutes of the United States be, and is hereby, amended to read as follows:

"'Sec. 4530. Every seaman on a vessel of the United States shall be entitled to receive on demand from the master of the vessel to which he belongs one-half part of the wages which he shall have then earned at every port where such vessel, after the voyage has been commenced, shall load or deliver cargo before the voyage is ended and all stipulations in the contract to the contrary shall be void: Provided, Such a demand shall not be made before the expiration of, nor oftener than once in five days. Any failure on the part of the master to comply with this demand shall release the seaman from his contract and he shall be entitled to full payment of wages earned. And when the voyage is ended every such seaman shall be entitled to the remainder of the wages which shall then be due him, as provided in section forty-five hundred and twenty-nine of the Revised Statutes: . . . And provided further, That this section shall apply to seamen on foreign vessels while in harbors of the United States, and the courts of the United States shall be open to such seamen for its enforcement.'"

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 3, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Jan. 27, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Jan. 27, 1919.
Shipping slack.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Jan. 27, 1919.
No meeting. Shipping and prospects medium.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Jan. 27, 1919.
Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Jan. 27, 1919.
Shipping fair; prospects poor.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Jan. 27, 1919.
Shipping fair; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Jan. 27, 1919.
Shipping fair.

HARRY OHLSON, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 20, 1919.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Jan. 30, 1919.
Regular meeting of the Marine Cooks & Stewards was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair.

E. F. BURKE, Secretary pro tem.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Jan. 22, 1919.
Shipping slow.

WM. MITCHELL, Agent pro tem.

Grand Trunk Dock, Room 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, Jan. 22, 1919.
Shipping slow.

JOE MACK, Agent.

P. O. Box 54. Phone Home 115; Sunset 66W.

DIED.

Robert Campbell, No. 741, a native of Nova Scotia, age 45. Died at San Francisco, Cal., Jan. 30, 1919.

Charles L. Carlsen, No. 1834, a native of Sweden, age 59. Died at Eureka, Cal., Jan. 1, 1919.

Anders J. Petterson, No. 235, a native of Sweden, age 76. Drowned from schooner "Samar," October, 1918.

W. Quickman, No. 31, a native of Germany, age 41. Died at Port Angeles, Wash., Dec. 9, 1918.

The San Francisco division of operations of the Shipping Board, through Attorney A. T. Wright, has announced that the Board will pay for the damage done to the bulkhead flooring in front of pier 46 and also the section affected by the vegetable oil from the "Muscoota" between piers 44 and 46. In discharging the cocoanut oil from the ship which berthed at the bulkhead, the grease soaked into the wooden floor and caused the stevedores and others to involuntarily slide in all directions. The Harbor Board, fearing that the fire hazard had been increased, then suggested that a new covering is to be desired. The suggestion from Chief Engineer White was sufficient and the work will be done by the Government.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Thanks to the dictatorial and reactionary attitude of Postmaster Burleson toward the industrial rights of employes in the wire service, Congress is about to repudiate both public ownership and public control of telephones and telegraphs. Hearings before the House committee on post offices and post roads, upon Burleson's bill for public ownership and upon various bills providing for a decent wage for postal employes, have resulted in test votes which show that the committee is overwhelmingly opposed to giving Burleson any more power for mischief. If Burleson had been the most ardent opponent of public ownership in America, he could not have done that cause more damage than by following just the course he has pursued. As he is rated a clever politician, there are many labor men who believe that he knew in this case just what he was doing.

On the railroads, industrial relations have been quite the reverse of those existing in the postal service and the Burlesonized wire service. John Scott, secretary of the Railway Department of the American Federation of Labor, told me that, thus far, the referendum vote upon the policy to be pursued toward the railroads by the Government showed a unanimous support of McAdoo's plan for five more years of the existing governmental control. About the first of February the Railway Department of the Federation will hold a conference with the executives of the four brotherhoods of the train crews, and try to secure a common program. The heads of the four brotherhoods have been waiting for a chance to present to the Senate Committee on Interstate Commerce, a definite plan for the future operation of the railroad properties.

Most of the railroad workers' organizations take the position that government ownership and operation is beneficial or dangerous just in proportion to the amount of participation by the unions in the making of the policy of management. If the unions get a fair representation in the government of the industry there will be no "public be damned" policy, and hence the public will be glad to see that the financial end of the business is fairly adjusted. Nobody will object to good wages when service is good, and when the unions co-operate in making the policy the service will be good. As the workers march toward co-operative control of railroading, the spirit of the industry will approach that of the great co-operative enterprises abroad.

When President Wilson returns from the peace conference next month, cheered by the great working masses of Europe for his decision that Russia's revolution must be recognized, he may bring with him some new ideas for dealing with the labor situation here. He is expected to renew his appeal to Congress to prolong the control of the railroads, and there are high hopes at the headquarters of the A. F. of L. that he will find a way to get rid of the Postmaster-General, in order that Government ownership and operation may be given a genuine tryout under peace conditions.

In a letter to all members of the House and Senate, President S. J. Konenkamp of the Commercial Telegraphers' Union of America says:

"The organized commercial telegraphers of the United States are bitterly protesting against their treatment by the U. S. Telegraph and Telephone Administration. . . . . Mr. Burleson has not kept his word. He promised reinstatement for all locked out workers and this promise has not been kept. He ordered the telegraph and telephone companies to cease discrimination against union workers, but has not enforced these orders where they would benefit the workers. . . . The employers who defied the Government during the war are among Mr. Burleson's closest advisers.

"We are contending for reinstatement for our fellow workers, a decent wage, proper working conditions, the stoppage of discrimination and the principle of collective bargaining. The American Federation of Labor reconstruction program offers the solution of some of our problems and a solution to the rest must be found. Furthermore, something must be done to induce Mr. Burleson to keep his word."

In a circular to the union membership, Konencamp advises:

"Keep one eye on the peace conference. Keep the other on the industrial bourbons in the United States. Labor is going to be made free. It must be made free or nothing can stop bolshevism from spreading throughout the world.

"The commercial telegraphers of the United States have suffered enough. We must have a square deal now, and we are going to get it before this year ends."

If Konenkamp doesn't watch out, he will find Archibald Stevenson, detective for the Military Intelligence Service, on his trail. Archie, whose law firm has offices at 20 Nassau street, in the financial district of New York City, has secured a list of dangerous radicals in the United States, with special attention given to university professors who teach economics, history or sociology. He has promised to furnish it to Senators Nelson of Minnesota and Overman of North Carolina, who are a committee investigating "German propaganda." Archie and his assistant, who was formerly a stock broker, seem to be anxious to remain in Government jobs.

Archibald told solemnly that "Yucatan and adjoining regions" are "under Bolshevik rule", and that a complete "Soviet government" has been established there. The Pan-American Federation of Labor, started three years ago, or more than a year before the fall of the Russian czar and almost two years before the rise of the Bolsheviki in Russia, was largely made possible by the fact that Yucatan had a radical governor—General Alvarado—whose radical administration is now suddenly discovered by this "expert."

In the same absurd way the lawyer-detective told how Frank P. Walsh wrote a note introducing two boys belonging to the I. W. W. to the Civil Liberties Bureau in New York, and how George P. West of The Public and John Fitch of The Survey, and Helen Keller, the blind author, were among the signers of an advertisement published in The New Republic, asking for funds with which to give the I. W. W.s fair defense in their trial at Chicago. The two Senators looked very grave at this evidence that a fair defense was demanded.

Senator Nelson will be remembered for his long opposition to the Seaman's bill, and Overman for his fight against the Child Labor bill. They are now anxious to hunt down all "radicalism." When Stevenson paused between statements regarding the awful spread of dangerous economic ideas in America, Overman would ask, "And they all use the red flag, don't they?"

Senator Kenyon of Iowa has tried to secure attention in Congress for his bill providing an emergency appropriation of $100,000,000 to take care of the unemployment problem this winter. Legislative Agent Sterling of the A. F. of L. is working upon House and Senate members to make them realize the seriousness of the danger from unemployment on the one hand and the high cost of food and clothing upon the other. How difficult his task is, may be indicated by the fact that not even the small salary increase of $20 a month for the Government clerks in the District of Columbia is certain to be passed. It is wholly unlikely that anything will be done before the close of this Congress on March 3 to either reduce the cost of living or to establish a reasonable wage in Government employment generally.

Many unions have looked to the National War Labor Board, and some have turned their eyes toward the War Labor Policies Board, in hope of a constructive plan from those sources. But the War Labor Board is now worse than dead—it is being used by the five employer members to raise false hopes and to hand out promises to discontented workers that are wholly unlikely to be kept. And the chairman of the War Labor Policies Board, Dr. Frankfurter, has abandoned his scheme of a "stabilized wage," to go to New York and arbitrate a strike in the garment trades. Incidentally it is worth noting that the Amalgamated Clothing Workers—who are outside the A. F. of L.—have just won their strike for the 44-hour week for 55,000 members engaged in the making of men's and boys' clothing.

The National War Labor Board must have some kind of successor. It seems only a modest proposal that its successor should be created by law, and that the successor should be an industrial court in which all cases submitted jointly by employers and workers should be definitely decided. Organized Labor should form one-third of this court, and the Department of Labor should furnish the controlling third. Its first duty should be to determine and proclaim a national minimum—of wages, of hours of rest, of sanitary and safety conditions, and of participation by labor in the management of the industry. Individual awards could follow that job. In cases submitted by one side awards could not be legally enforced, but the award and the facts justifying it could be given full publicity by the court.

The present Congress will not consider anything of this sort, any more than it will seriously consider the unemployment situation.

President Johnston of the International Association of Machinists is trying to secure co-operation among members of the cabinet to start a program of public work for the unemployed. He made a similar effort before President Wilson sailed for France, but without success. He sees no immediate prospect of the Government doing anything to check the dangerous trend of the days toward trouble due to lack of work and

lack of the price of meals. At Bethlehem, for example, great numbers of men have been discharged and are feeling that they have been robbed as well, since the higher pay awarded them by the War Labor Board for nearly a year past is still held up by the company.

In sharp contrast to the condition of the dismissed employees at Bethlehem is the luxurious dignity of Thomas F. Logan, ultra-patriot social lobbyist here, who has testified before a Senate committee that he draws $8,400 from the Atlantic Refining Co., owned by Standard Oil; another $6,000 a year from Standard Oil Co. of Indiana; also $6,000 from the Freeport Sulphur Co., for whom he wrote shop posters "To stimulate the workers, during the war, to greater effort," also $6,000 from the General Electric Co.; also $6,000 from Swift & Co.; also $500 a month, at times, from the Standard Oil Co. of New Jersey. He was a close associate and adviser of Chairman Hurley of the Shipping Board, and he entertained lavishly with dinners, balls and theater parties for officials of the Food and Fuel Administrations, members of the House and Senate, and the Secretary to the President, Generals and admirals, too.

A DAILY DUTY.

Each day every American soldier in France is confronted by a great duty. Our Army there has a great task to perform for our country, for the world, for civilization, and for humanity. Our soldiers are doing their duty with a courage and fidelity and efficiency that thrill every heart.

Each day every American citizen at home is confronted by a great duty, a duty as imperative upon him or her as the duty of our soldiers is upon them. The American people have a great task to perform. It is to support to the limit of their ability our Army, our Navy, our country at war.

To work with increased energy and efficiency so that our national production may be increased; to economize in consumption so that more material and labor and transportation may be left free for the uses of the government; and with the resultant savings to support the Government financially is the daily duty of every American. It is a duty that will be met by every American whose heart is with our sailors in submarine and mine-infested waters and with our soldiers in France, who glories in their courage and fighting ability and their success.

Conciliation and arbitration are, of course, well worth seeking. In the present imperfect state of industrial morals, however, it is apparent that the hope of attaining these ends lies chiefly in the power of either or both parties to fall back upon the sterner alternative.

We have a great deal of sympathy but very little respect for the order of intellect that can see no difference between the compulsion of a court and the compulsion of a trade union in the regulation of the employe's relations with the employer.

A working day that leaves no interval between work and sleep would reduce man to the state of the animal—that is, the draught animal.

THE I. S. U. OF A. CONVENTION.

(Continued from Page 2.)

the European seamen will be largely determined at the forthcoming London conference, your committee is of the opinion that the International Seamen's Union should be represented with voice and vote. We therefore recommend:

First—That the Secretary be directed to apply for affiliation and remit the necessary amount required in initiation fee for the membership of the International Seamen's Union of America.

Second—That this convention confirm the selection of Comrade Furuseth by the Executive Board and elect one additional delegate for the International Seafarers' Convention at London.

The recommendation of the committee pertaining to affiliation with the International Seafarers Federation was adopted unanimously.

An amendment was offered to the committee's second recommendation to the effect that three additional delegates be sent to the International Seafarers' Conference at London.

Upon roll call the amendment providing for three additional delegates was defeated, as follows:

For the Amendment—G. H. Brown, W. H. Brown, W. L. Cartledge, John Clausen, Thos. Conway, J. W. Ellison, Harry Giddy, H. P. Griffin, I. N. Hylen, James Lynch, J. H. Meagher, J. M. Secord, Newman Shea. 155 votes.

Against the Amendment—Oscar Carlson, John Clark, George Cummings, Patrick Flynn, D. E. Grange, T. A. Hanson, C. J. Harrington, Dan Ingraham, Morris Krain, C. G. Larsen, C. F. May, Peter McKillop, Chas. Munnich, L. J. Norkgauer, P. O'Brien, John Olson, P. J. Pryor, Jack Rosen, Paul Scharrenberg, Charles Sullivan, J. V. Thompson. 261 votes.

The recommendation of the committee for one additional delegate was then adopted by the convention.

General Publicity.

The committee then reported upon the following resolution, as submitted by delegates from the Marine Firemen's, Oilers and Watertenders' Union of the Atlantic and Gulf:

Whereas, It is recognized that the near future is one of the most critical periods in our history confronting us, and

Whereas, We must at all times be on the alert and vigilant to watch every effort that will be made to destroy our freedom as seamen, therefore, be it

Resolved, By the International Seamen's Union in convention assembled that a widespead publicity be given to our cause by propaganda through the newspapers, and articles thereto be inserted by the various representatives of the different affiliated unions.

Your committee recommends approval of the suggestions contained in the foregoing resolution and as one means to the end favors a more liberal distribution of our official Journal, not only among our own membership but also to representatives of the press and others who need information and education upon the aims and purposes of the Seamen's Act and the Seamen's movement generally.

In elaboration of a more detailed scheme of educational publicity, as suggested by Attorney Axtell and others, your committee recommends the adoption of the following resolution:

Whereas, The growth and development of the American Merchant Marine prior to the Civil War was without parallel in the history of commerce, our national maritime spirit was equal to every demand, American ships and American seamen were known in every port of the world, the United States was the mistress of the seas, manning her peerless clipper ships with her own sons and carrying more than 90 per cent. of all national exports and imports in her own bottoms; and

Whereas, As the result of the Civil War, the change from wood to iron and our unpreparedness for that change either economically or politically, our country's proud merchant marine in a short period shrunk to only a shadow of her former self; and

Whereas, The events of the past few years have clearly proved that when national necessity sounded the clarion call to the sea, our country, notwithstanding fifty dormant years, still had the necessary maritime genius and an abundance of the natural resources to found and maintain a great merchant marine; and

Whereas, History is emphatic in her teachings that no nation can ever hope to retain and successfully operate a great merchant marine without a virile national maritime spirit back of it, because a native seafaring population to man the ships has ever been as essential to national welfare as the ownership of vessels, for in the final analysis sea power is in the seamen; and

Whereas, The history of American seamanship is a glowing record of patriotism, courage and achievement unsurpassed by any people, anywhere, no other calling demands a higher mental and physical standard in the men employed, none has given better service to civilization and to humanity, no occupation has a right to higher consideration or greater honor, for none has given more important service in peace and war; therefore, be it

Resolved, By the International Seamen's Union of America, in annual convention assembled at Galveston, Texas, January 24, 1919, that we respectfully urge upon each State Board of Education to so arrange for special courses in history, geography and pertinent economic studies so as to instill in the minds of our young men the conviction that the destiny of the United States is inseparable from the sea; also to create the basis for a thorough nautical education, to awaken an interest in the economic problems affecting shipping and in spirit a genuine appreciation of America's unlimited opportunities upon the seven seas; further

Resolved, That the attention of all educational institutions in America is hereby earnestly directed to the valuable and instructive literature upon the Seamen's Act and maritime legislation generally, which has been and is being issued from time to time by the International Seamen's Union of America, and that such literature may be had upon application; further

Resolved, That a copy of these resolutions be sent to the Governor of each State with the request that he transmit same to the President of the State Board of Education and to the State Superintendent of Public Schools for consideration of and action.

The resolution, as submitted by the committee was adopted unanimously.

Health Insurance Endorsed.

The following resolution, submitted by the delegates from the Sailors' Union of the Pacific, was read and upon favorable report adopted:

Whereas, The marine hospital fund established by Congress in 1798 to provide medical care for sick and disabled seamen is insufficient for modern needs and requirements;

Whereas, Universal workmen's health insurance is the accepted scientific method of providing such care and necessary financial relief for sick wage earners and their families, and has been successfully adopted by ten leading European countries; therefore, be it

Resolved, By the International Seamen's Union of America in Twenty-second Annual Convention assembled at Galveston, Texas, that we urge the adoption in America of the en-

(Continued on Page 10.)

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

nations." The conference represents millions of organized farmers. The resolutions, which were cabled to the President, state that "he (the President) has encountered through his espousal of the common people's purpose the hatred and opposition of the jingoes, profiteers and imperialists of all countries."

Then follows the warning to the Senate not to imperil the plan, "because the peoples of the world, not the governments, have won this war, and they will not be cheated of the fruits of their victory."

Grant 8-Hour Day.

Acting as umpire for the National War Labor Board, Julian W. Mack has ordered three large plants in Warren, Ohio, to establish the eight-hour day for their molders and apprentices, with the same wages paid for nine hours.

"It is to be noted," says the umpire, "that at the hearings the employes expressly stated their desire for the straight, not the basic, eight-hour day."

The workers originally asked for increased wages for a nine-hour day, but later changed this to an eight-hour day. The employers insisted that some of the workers voted for the change without understanding the situation, and to this claim, the umpire replied:

"I would feel impelled to concur in the result unless I were clearly satisfied that it was entirely unreasonable or illegal."

Wire "Union" Dissolves.

The Atlanta local of President Carlton's "union" of Western Union telegraphers has dissolved and the members have joined the bona fide Commercial Telegraphers' union en bloc.

At a meeting of the regular union the president of the defunct Western Union Employes' Association said:

"The men and women who joined the Western Union Employes' Association did so because they accepted at face value the assurance of the company and the men at the head of the organization that much good would be accomplished.

"We were a little slow in recognizing the fact that the association was organized for no other purpose than to defeat the regular union, but having at last the facts forced upon us, we are here to cast our lot with you, who we were deceived into fighting.

"The accomplishments of the association have been nil and no reforms have been obtained for the workers except those forced from the companies by the fear of the Commercial Telegraphers' Union.

"We have decided that if the Commercial Telegraphers' Union can accomplish as much as it has with a limited membership, much more can be obtained if all of us put our shoulders to the wheel in the organization recognized by the A. F. of L."

Tar Gang Fear Probe.

The Detroit Free Press says prominent business men in Jackson, Mich., fear the result of a probe in the outrage on Herbert Crawford, representative of the Machinists' union, who was tarred and feathered by a mob.

William Faupel of the State constabulary is the only man who has been arrested in connection with the case and the Free Press intimates that prominent citizens of Jackson are uneasy because the trial may show that anti-union business men were connected with the outrage and that they masked their outlawry behind the American flag.

"Incidentally," says the Free Press, "the effort to discourage the organization of the machinists in Jackson defeated itself by the Prussian tactics employed. Prior to the feather party the men were not responding at all readily to the organizing effort. After the feather party became known, the men's sympathies blazed up and in a few weeks the machinists were strongly organized."

Scores Law's Delay.

In an address to the Milwaukee Bar Association, Chief Justice Winslow of the State Supreme Court said "that every time a lawyer tries to put something over the court" and every time a court helps to delay justice, an argument is placed in the hands of those who oppose our present form of government.

"There is no question," said the chief justice, "but that many things in our social order ought to be changed and there is no question but that modern society, government, politics and the people who are in control have got to clean house."

THE I. S. U. OF A. CONVENTION.

(Continued from Page 9.)

lightened principle of universal health insurance; further

Resolved, That we demand the inclusion in laws of this subject of full medical care and a percentage of wages during temporary sickness, democratic administration of funds by those directly concerned, and that private insurance companies operating for profit be barred from the opportunity to traffic in the needs of sick workingmen.

Organizing Trap Fishermen.

The committee reported favorably on the following resolution introduced by Delegate Thompson of the Alaska Fishermen's Union:

Whereas, The International Union of Pile Drivers, Bridge and Structural Iron Workers are pursuing an aggressive organizing campaign around Puget Sound and vicinity of Southeastern Alaska, and

Whereas, Several unions of trap fishermen have been taken under the jurisdiction of said Pile Drivers, which constitutes an intrusion upon the jurisdiction of the Alaska Fishermen's Union, and

Whereas, The Alaska Fishermen's Union has never relinquished the right to jurisdiction in these waters, or in any part of the fishing industry; therefore, be it

Resolved, By the International Seamen's Union in convention assembled that we protest this intrusion upon the Alaska Fishermen's Union, and be it further

Resolved, That the Executive Board take such steps as may be deemed necessary to safeguard the interests of the Alaska Fishermen's Union.

The resolution was adopted by the convention.

Transfer to British Union.

The following resolution was submitted by the delegates from the Marine Firemen, Oilers and Watertenders' Union of the Atlantic and Gulf:

Whereas, Resolution No. 11 introduced at the Buffalo convention in 1917 was referred to the Executive Board for investigation and such action as may be deemed necessary, and

Whereas, The Executive Board has not made any satisfactory report pertaining to this resolution; therefore, be it

Resolved, That the International Seamen's Union of America in convention assembled, take immediate steps to eliminate such practice, otherwise the Atlantic Firemen will adopt retaliatory measures.

The committee reported as follows:

This resolution refers to the collection of a transfer fee varying from 10 shillings to £1 collected by the officials of the National Sailors' and Firemen's Union of Great Britain and Ireland, from members of the International Seamen's Union of America.

The Buffalo convention dealt with this subject and a complaint has been made to the President of the British union, but without results.

Your committee recommends that before retaliatory measures are adopted another effort should be made to straighten out by correspondence the complaint referred to.

We therefore recommend that Secretary Hansen be directed to communicate with Secretary Cathery of the British union, supplying details of the grievances in question and asking him to formally take up this matter at the next executive meeting of the British Sailors' and Firemen's Union.

The committee's report was adopted.

Distressed Fishermen in Alaska.

Upon the complaint of Delegate Meagher, of the Deep Sea Fishermen's Union, regarding sick and distressed fishermen stranded in Alaska iwthout means ofreturning to their homes in the States the committee submitted the following recommendation:

The committee believes that no satisfactory remedy for the foregoing complaint can be had except through legislation providing for the transportation of sick and distressed fishermen from points in Alaska to the place of embarkation in the United States and recommends reference to the Executive Board.

Adopted.

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Your committee is unanimously of the opinion that the Journal, as one of the most valuable assets and weapons of our movement, should be supported on an equal basis by the entire membership of the International Seamen's Union. The Journal, however, is the property of the Sailors' Union of the Pacific and pending such time when that organization desires to relinquish control and ownership of the paper we feel that the present method of rendering support through subscriptions is about as equitable a basis as can be devised.

We are not unmindful of the fact, however, that practically every District Union should subscribe to a larger number of copies. Furthermore, we believe there should be a more general and judicious distribution of the copies received each week in bulk at the various headquarters and agencies.

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This completes the report of the committee.

Respectfully submitted.

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JOHN OLSON.
CHAS. MUNNICH,
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(To be Continued.)

THE ASCENT OF MAN.

We often hear this remark: This is a funny world. One must infer that this saying applies to the people who inhabit this globe.

As far as the world itself is concerned, we can see nothing queer or inharmonious about it. Its revolution through space and the rotation on its own axis are governed and controlled by reciprocal cosmic forces, and its animal and vegetable life function by laws engendered through matter and motion by which this planet is circumfused. On the other hand, the human inhabitants of this world—known by the collective name of man, and classified zoologically as Homo Sapiens (Man the Intelligent)—present an important theme for sober thought and serious consideration.

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There is only a comparatively small portion of the people on this earth that can be termed intelligent or enlightened. The teeming masses, even in so-called civilized communities, are ignorant and uneducated, and, as a result, they are swayed by the few who possess the superior intelligence and knowledge.

This knowledge or intelligence, which has been monopolized by a few, can be used either for good or for evil; and it has always, with a few exceptions, been used by those individuals for the undoing and enslavement of their fellow men.

There has been a constant struggle between the powers for good and the powers for evil. Mankind has virtually never lived in peace. Wars of all kinds have continually cursed the world from the dawn of history. In the last twenty centuries there has probably not been more than 200 years of universal peace. Billions have been slain on battlefields, and other legions have been starved and massacred, and those who have perished by persecution, poverty and disease could scarcely be enumerated.

But man is not wholly bad. He carries within him some great potential regenerative forces. Despite all his cruelties and crimes and his many errors and shortcomings, he has in the meantime accomplished wonders in the field of science and invention.

Our great intellects who have shed light and luster upon the world have in no small degree lessened the baneful effects of slavery and barbarism. Such inventors as Gutenberg, Fulton, Morse, Watt, Edison, Marconi, etc., and such writers and thinkers as Shakespeare, Goethe, Hugo, Ingersoll, Bjornson, Ibsen, and others, must be regarded by every thinking man and woman as the chief creators of modern civilization.

The marvelous tools and machines in the hands of man have truly revolutionized human society and opened the gates to immense possibilities in the realization of a higher social order, and are destined to be the dominant factors in the industrial emancipation of the human race.

Had these wonderful epoch-making and wealth-producing machines been applied exclusively for the welfare of all men; had the harnessed forces of nature been made the servants of man's interest and comfort; had all the gifted men, the poets and philosophers in every age, used their talents for the moral uplift and physical betterment of all the people, mankind would to-day have been at the zenith of an ideal social status. But this was not to be. Civilization and barbarity are yet hideously blended.

Millions have sacrificed their lives in the greatest war of history just ending. But these millions have not died in vain; the deathknell of autocracy and human slavery has tolled; kings and czars will soon be dust; those who with brains and hands produce the things that are the foundation for human happiness shall soon become the arbiters of society; our great inventions and all the astounding results of work and thought and study shall be the powerful means of banishing poverty and disease from the world; lasting peace and universal brotherhood will ere long have become a fact and not a dream.

We are at last truly marching toward the sunrise of a new and golden era—an age of reason, in which science, justice and morality shall sit enthroned under the mighty canopy of freedom's ample sky. - Jakob Johansen, Member of I. S. U. of A.

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International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
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Houghton, Mich.	Sandusky, O.
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UNITED FISHERMEN OF THE PACIFIC.

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WEEKLY NEWS LETTER.

(Continued from Page 3.)

nations." The conference represents millions of organized farmers. The resolutions, which were cabled to the President, state that "he (the President) has encountered through his espousal of the common people's purpose the hatred and opposition of the jingoes, profiteers and imperialists of all countries."

Then follows the warning to the Senate not to imperil the plan, "because the peoples of the world, not the governments, have won this war, and they will not be cheated of the fruits of their victory."

Grant 8-Hour Day.

Acting as umpire for the National War Labor Board, Julian W. Mack has ordered three large plants in Warren, Ohio, to establish the eight-hour day for their molders and apprentices, with the same wages paid for nine hours.

"It is to be noted," says the umpire, "that at the hearings the employes expressly stated their desire for the straight, not the basic, eight-hour day."

The workers originally asked for increased wages for a nine-hour day, but later changed this to an eight-hour day. The employers insisted that some of the workers voted for the change without understanding the situation, and to this claim, the umpire replied:

"I would feel impelled to concur in the result unless I were clearly satisfied that it was entirely unreasonable or illegal."

Wire "Union" Dissolves.

The Atlanta local of President Carlton's "union" of Western Union telegraphers has dissolved and the members have joined the bona fide Commercial Telegraphers' union en bloc.

At a meeting of the regular union the president of the defunct Western Union Employes' Association said:

"The men and women who joined the Western Union Employes' Association did so because they accepted at face value the assurance of the company and the men at the head of the organization that much good would be accomplished.

"We were a little slow in recognizing the fact that the association was organized for no other purpose than to defeat the regular union, but having at last the facts forced upon us, we are here to cast our lot with you, who we were deceived into fighting.

"The accomplishments of the association have been nil and no reforms have been obtained for the workers except those forced from the companies by the fear of the Commercial Telegraphers' Union.

"We have decided that if the Commercial Telegraphers' Union can accomplish as much as it has with a limited membership, much more can be obtained if all of us put our shoulders to the wheel in the organization recognized by the A. F. of L."

Tar Gang Fear Probe.

The Detroit Free Press says prominent business men in Jackson, Mich., fear the result of a probe in the outrage on Herbert Crawford, representative of the Machinists' union, who was tarred and feathered by a mob.

William Faupel of the State constabulary is the only man who has been arrested in connection with the case and the Free Press intimates that prominent citizens of Jackson are uneasy because the trial may show that anti-union business men were connected with the outrage and that they masked their outlawry behind the American flag.

"Incidentally," says the Free Press, "the effort to discourage the organization of the machinists in Jackson defeated itself by the Prussian tactics employed. Prior to the feather party the men were not responding at all readily to the organizing effort. After the feather party became known, the men's sympathies blazed up and in a few weeks the machinists were strongly organized."

Scores Law's Delay.

In an address to the Milwaukee Bar Association, Chief Justice Winslow of the State Supreme Court said "that every time a lawyer tries to put something over the court" and every time a court helps to delay justice, an argument is placed in the hands of those who oppose our present form of government.

"There is no question," said the chief justice, "but that many things in our social order ought to be changed and there is no question but that modern society, government, politics and the people who are in control have got to clean house."

THE I. S. U. OF A. CONVENTION.

(Continued from Page 9.)

lightened principle of universal health insurance; further

Resolved, That we demand the inclusion in laws of this subject of full medical care and a percentage of wages during temporary sickness, democratic administration of funds by those directly concerned, and that private insurance companies operating for profit be barred from the opportunity to traffic in the needs of sick workingmen.

Organizing Trap Fishermen.

The committee reported favorably on the following resolution introduced by Delegate Thompson of the Alaska Fishermen's Union:

Whereas, The International Union of Pile Drivers, Bridge and Structural Iron Workers are pursuing an aggressive organizing campaign around Puget Sound and vicinity of Southeastern Alaska, and

Whereas, Several unions of trap fishermen have been taken under the jurisdiction of said Pile Drivers, which constitutes an intrusion upon the jurisdiction of the Alaska Fishermen's Union, and

Whereas, The Alaska Fishermen's Union has never relinquished the right to jurisdiction in these waters, or in any part of the fishing industry; therefore, be it

Resolved, By the International Seamen's Union in convention assembled that we protest this intrusion upon the Alaska Fishermen's Union, and be it further

Resolved, That the Executive Board take such steps as may be deemed necessary to safeguard the interests of the Alaska Fishermen's Union.

The resolution was adopted by the convention.

Transfer to British Union.

The following resolution was submitted by the delegates from the Marine Firemen, Oilers and Watertenders' Union of the Atlantic and Gulf:

Whereas, Resolution No. 11 introduced at the Buffalo convention in 1917 was referred to the Executive Board for investigation and such action as may be deemed necessary, and

Whereas, The Executive Board has not made any satisfactory report pertaining to this resolution; therefore, be it

Resolved, That the International Seamen's Union of America in convention assembled, take immediate steps to eliminate such practice, otherwise the Atlantic Firemen will adopt retaliatory measures.

The committee reported as follows:

This resolution refers to the collection of a transfer fee varying from 10 shillings to £1 collected by the officials of the National Sailors' and Firemen's Union of Great Britain and Ireland, from members of the International Seamen's Union of America.

The Buffalo convention dealt with this subject and a complaint has been made to the President of the British union, but without results.

Your committee recommends that before retaliatory measures are adopted another effort should be made to straighten out by correspondence the complaint referred to.

We therefore recommend that Secretary Hansen be directed to communicate with Secretary Cathery of the British union, supplying details of the grievances in question and asking him to formally take up this matter at the next executive meeting of the British Sailors' and Firemen's Union.

The committee's report was adopted.

Distressed Fishermen in Alaska.

Upon the complaint of Delegate Meagher, of the Deep Sea Fishermen's Union, regarding sick and distressed fishermen stranded in Alaska iwthout means ofreturning to their homes in the States the committee submitted the following recommendation:

The committee believes that no satisfactory remedy for the foregoing complaint can be had except through legislation providing for the transportation of sick and distressed fishermen from points in Alaska to the place of embarkation in the United States and recommends reference to the Executive Board.

Adopted.

The Seamen's Franchise.

With regard to the communication from Attorney Axtell urging the introduction of amendments to the Constitutions or statutes of the various States permitting seamen to exercise their franchise as citizens when absent from their homes, your committee calls attention to the fact that this has been done in certain States for a number of years. California has twice voted upon and rejected measures of this character.

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Labor News

With the convening of the State Legislature, Missouri trade unionists are marshaling their forces to secure the passage of a workmen's compensation law.

During the month of December 618 new members joined the International Brotherhood of Bookbinders. The brotherhood has issued a charter to the men and women employed in the Kansas City paperbox industry, cutters, gluing machine operators and assistants.

Thomas F. Flaherty of San Francisco, secretary of the National Federation of Postal Employes, declares it is imperative that salaries of postal employes be increased. Flaherty said the existing postal wage standard was established twelve years ago and meanwhile living costs have increased 70 per cent.

A general strike of organized labor designed to paralyze every industry in the country, beginning July 4 next, was decided upon by the National Labor Congress as a means of obtaining a new trial for Thomas J. Mooney and Warren Billings if Federal intervention and every other means adopted to procure the desired relief fails.

A movement to secure the building of better homes for working people in Iowa is gaining strength through the activity of the Iowa State Housing Association, which was organized for this purpose. The proposed law would regulate window openings, floor areas, sanitation, ventilation, fire protection, privacy, and the height of dwellings.

With an almost 100 per cent. organization, janitors in Chicago succeeded in winning their strike for higher wages. Rates are doubled in some cases. Under the new agreement a janitor must be given fifteen days' notice before he can be discharged. If he lives in the building he must have fifteen days to move. The workers must give fifteen days' notice if they intend quitting their employment. Wives of janitors can not be hired for janitor work. This stops the practice of an entire family working to secure a bare living.

Members of the American Federation of Labor Railway Employes' Department are conducting a campaign against piece work in the railroad shops of this country. This system has already been abolished on the Baltimore & Ohio and the D., L. & W. railroads and ultimatums have been served on the Atlantic Coast Line, the Burlington and the Elkhart, Ind., shops of the New York Central lines. Officers of the Railway Employes' Department advise that this question be handled as a system federation and not as a local matter.

In a study of the health of Ohio coal miners, conducted by Dr. Emory R. Hayhurst of the State Department of Health, it is stated that working conditions are not as good as the average of most industries in that State. While ventilation in the mines is good in the main, many of them are of a damp and muddy type and work is such that exposure to this hazard is large. Blasting during working hours fills the mine air with poisonous gases and occasions considerable health complaints. The mining laws, he says, should be amended in this respect and the division of mines given a larger force to compel obedience.

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Abolin, K.
Aien, Hans
Abrahamson, John
Anderson, Olaf
Anderson, Martin
Andersen, Andrew
Anderson, Otto E.
Anderson, Thomas
Anderson, John Fred
Anderson, Reginald
Anderson, Charley
Anderson, Paul Walfred
Andreas, Carlin
Andersen, John
Aien, Hans
Akesen, A. R.
Anderson, Sam
Backstrom, C. F.
Barker, B.
Baptista, L.
Baumgartna, Gust
Bergen, Gustav H.
Berglund, Iver
Bergstrom, Karl
Berensen, Albert
Bjorkstrom, Saphia
Bigel, Johann
Boysen, J.
Burke, Carl
Bjornstrom, A. W.
Bugge, J.
Buegel, Johan
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Carlmark, B. G.
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Houston, Bobert
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Jorgeson Fredrick
Jensen, Hans
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Karlson, Ingvald
Karlson, Arvid
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Koford, Geo.
Kaskinan, W.
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Kristensen, Kristofer
Kroon, Zion
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Knudsen, B.
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Rasmussen, Peter
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Raad, Sigurd
Rontved, I.
Roskinen, Waino
Reinhold, Gustaf
Revheim, O.
Risnes, Georg
Rockower, Max
Ronkved, Oge
Ronning (Package)
Sametsen, Emil
Salversen, T.
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Smith, Geo.
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Carlson, Geo.
Carlson, Hjalmar
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Gravander, Nels
Gundersen, Ed.
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Burmeister, T.
Bjerk, G. T.
Brun, Mattia
Brant, Max
Barrot, G.
Brandt, H.
Bengtson, S.
Bohm, Aug.
Davis, Jonh
Doll
Eliassen, H. C.
Fischer, Chas. O.
Gomes, M. G.
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High, Edward
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Jansson, J. A.
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Johnson, Hilmar
Khamp, S.
Kennedy, J. R.
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Lampe, F.
Lindroos, A. W.
Malkoff, Peter
Meiners, Herman
Newman, I.
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Pedersen, Alf.
Pedersen, N. B.
Petterssen, C. H.
Risenius, Sven
Rosenblad, Otto
Stenroos, Frank
Svenson, B.
Svenson, Gustaf
Sundquist, Walter W.
Torin, Gustaf A.
Thompson, Alex.
Valfors, Arvid
Williams, T. C.
Wilson, W.
Wendt, Walter

INFORMATION WANTED.

Members of the crew of the steam schooner "Florence Olsen" who signed articles at New York on September 15, 1918, for a voyage to Central America and return, and who were on board said schooner at the time she salved the steam schooner "Claremont" near the Tucker Islands, off the coast of Nicaragua, on October 31, 1918, and towed her into Christobal, will kindly communicate with Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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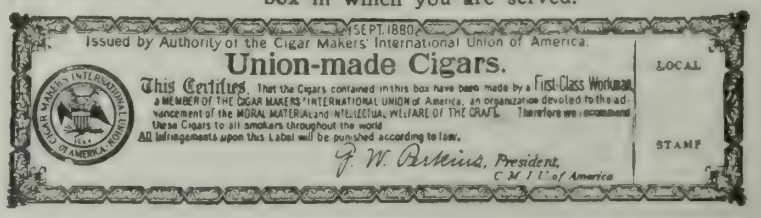

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Anderson, C.	Laatzen, Hugo
Ahren, Wm. J.	Lackey, C.
Backman, Peter W.	Larsen, C. J.
Bjork, Rudolf -2206	Larsen, Carl C.
Bohm, Franz	Larsen, Hans
Brandt, Arvid	Miller, Harry
Brandt, L. J.	Mikkelsen, Harry
Buckley, Edw. A.	Mattsen, S. H.
Carlson, Carl G.	Murphy, Francis Leo
Christensen, H. P.	Muller, Robt. R. O.
Christensen, Einar	Nordman, Alek
Clifford, Patrick	Nielsen, Jens
Danielsen, Eric	Nilsen, Chas.
Dahl, Ludwig J.	Nogat, E. G.
Doehring, Otto	Nelson, A. S.
Eikland, Ole	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Olsen, Kristian
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Geiger, Joe	Powell, H. A.
Graaf, John D.	Paulsson, Herman
Haikka, T.	Peterson, Frank A.
Kangasniumi, E.	Petersen, Anton -1675
Henriksen, Henrik G. V.	Petter, G.
Hoffmeister, M. A.	Rensmand, Robert
Harding, Ellis	Ruisgaard, Soren
Hartman, Fritz	Richter, N.
Henricksen, Christian G.	Rosenblad, B.
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Home News

Women can not serve on juries in Oklahoma, under a decision given by Attorney General Freeling.

The San Francisco Police Department is to have a "shotgun" motor patrol in the outlying districts.

A bill stopping immigration will be reported to the House with hope of getting favorable action before March 4, when Congress adjourns.

An additional appropriation for Benicia arsenal was asked of Congress by Secretary Baker. It is to be divided as follows: Quartermaster storehouse, $18,000; hospital, $18,000; roads, $13,500.

Within thirty days a passenger-carrying aerial service will be ready to start its schedule from San Francisco to San Diego, stopping at Monterey, Santa Barbara, Los Angeles and other points.

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Lucky is the man who has never felt the ill effects of irregular bowel movement. He does not know what it is to wake up in the morning with the same tired feeling felt before going to bed the night before. Headache early in the morning does not bother him. He does not feel that terrible feeling which is caused by a coated tongue. His appetite is such that he can eat a whole calf early in the morning. His ambition is boundless—and work appeals to him. He is full of life—energy—of a desire to live.

But what about the man or woman who is afflicted with constipation or stomach trouble? Life is not worth a two-cent piece to those. It is the same continuous drudgery—the monotony of the everyday suffering. As if a great stone would be tied to their back, which must be borne along continually. From early morning to late at bed time. Nothing but a desire to end that wretched existence.

Take for instance the man who is suffering from indigestion and irregular bowel movement. He does not spring out of the bed as vigorously as the man who is healthy. He has a tired feeling early in the morning. He has a headache. His tongue is coated. He has a disgusting taste in his mouth. No desire to start the day—or to live through it. He barely touches breakfast. Work is not work to him—it is drudgery. It does not matter what kind of work he is doing. No energy—not an ounce of ambition.

Why do you suffer? Is it worth while. The LAXCARIN PRODUCTS CO. is placing on the market a preparation which is guaranteed to move your bowels. Why not take a chance? Even if you have taken a chance before. If you suffer daily backaches, sick headaches, dizzy spells and annoying stomach and bowel irregularities you naturally seek a remedy that will give freedom from these discomforts—a remedy that is what it is claimed to be.

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DEPARTMENT E-99 **PITTSBURGH, PA.**

Domestic and Naval

Norway is preparing to make a claim of 1,000,000,000 kroner ($370,000,000) from Germany for ships sunk by submarines during the war.

During the war the C. P. O. S. ships have transported over a million troops and passengers on war business. Only eight soldiers were lost by enemy action.

The French steamer "Chaproi" struck a floating mine in the Straits of Messina and foundered. Five hundred of those on board, most of them Greeks and Italians, were drowned. Another steamer rescued approximately 150 persons.

All the Dutch ships requisitioned by the Shipping Board for war emergency operation, with the exception of those engaged in Government service will be turned back to their owners as fast as they become available in American ports.

The steamship "Beaver," which formerly plied between Portland and San Francisco flying the house flag of the old San Francisco and Portland Steamship Company, is to be retained as mother ship of the eleven submarines now based at San Diego and San Pedro.

German submarine U-139 arrived at Brest a fortnight later than other U-boats turned over to France, owing to her damaged condition. She is the world's largest submarine, being 354 feet long and having a displacement of 2900 tons. She made only one cruise before the armistice was signed.

The American steamer "Lake Erie," outward bound, was sunk in a collision with the British steamer "Hazel Branch," inward bound, at the anchorage in Cardiff roads. All members of the crew were saved. The "Lake Erie" was a vessel of 1187 net tons register and was operating in the United States naval overseas transportation service.

Franklin D. Roosevelt, Assistant Secretary of the Navy, after a conference with Admiral Sims on plans for the demobilization of the American Navy in European waters, said he was confident that with the exception of about 3000 men the American Navy would be out of Europe not later than February 15. When the armistice was signed there were 70,000 American sailors in European waters.

No man in the Navy will be discharged from the service except at his own request, according to orders received from the Secretary of the Navy. Instructions were sent to all ships and stations to proceed at once with all authorized discharges. This means that about 40 per cent. of the reserves' regular Navy men enlisted for the period of the war and four-year men enlisted since the declaration of war, are to be discharged immediately.

Although no official statement has yet been made, it is understood that the British warship "Hood," now nearing completion, will be the largest fighting vessel in the world. The "Hood" is 894 feet long and will carry eight fifteen-inch guns. Her hull is fitted with an outer cushion against which, it is claimed, torpedoes and mines will explode harmlessly. The vessel is expected to attain a speed of at least forty miles an hour. The "Hood" will cost $3,375,000. It is said that three other battle cruisers of the same type as the "Hood" are being built.

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Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Aderman, E. C. F.
Adock, John
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Alstrom, A.
Andersen, Ole
Andersen, O. -1118
Anderson, Andrew
Anderson, E. E.
Anderson, Nils F.
Anderson, S. Alex
Anderson (Steam-Beer)
Anderson, V.
Andersson, Edwin
Anguiano, Restituto
Andreasen, H. -1177
Andreassen, Lauritz
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Appleton, George
Arvidson, Hj.

Bell, E. R.
Berg, Harold
Bertelsen, Kristian
Blindheim, A.
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INFORMATION WANTED.

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York, N. Y.—5-29-18.

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

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INFORMATION WANTED.

A libel has been filed on behalf of the following officers and members of the crew of the steam-schooner "Florence Olsen" against the owners of the steam-schooner "Claremont" and the owners of the cargo, arising out of the salvage services performed by the "Florence Olsen" to the "Claremont" on or about the 31st day of October, 1918, off the coast of Nicaragua: George Muceneek, E. Kemfield, H. Julius, G. J. Borman, H. Nelson, Thomas C. Baird, S. A. Alm, Gaston Karlson, John Demliz, John Behrin, A. Von Sohendel, H. Hofstra, W. Christiansen, C. Anderson. The members of the crew who have not yet filed their claims with the undersigned can be joined by co-libelants' petition. An adjustment of this salvage claim is expected very shortly and no time should be lost in filing claims. S. B. Axtell, Proctor for Libelants, 1 Broadway, New York City.

Members of the crew of the S. S. "St. Charles," which salvaged the S. S. "Tea" in 1917, who have not yet filed with me their claim for their share of the salvage money, should do so as soon as possible, as the case will come up for trial in a very short time.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

News from Abroad

British prisoners numbering 158,431 have been released by the Germans. Of these 8047 are officers, 145,776 are of other ranks and 4608 are civilians.

Canadian Minister of Railways has announced Vancouver is to be connected with Liverpool and Canadian Atlantic ports by steamers running via the Panama Canal.

Members of the British mission in Lemberg narrowly escaped death during bombardment of that city by the Ukrainians, when a shell exploded in a street near them.

Twenty German girls at Andernach have been arrested, charged with a violation of General Pershing's order forbidding them to talk with American soldiers.

One hundred thousand Bombay cotton mill operatives are on strike. They demand an increase war bonus. There has been no serious disturbance apart from stone throwing by non-strikers.

A soft blue-white diamond weighing 388¼ carats, has been found at the Jagersfontein mine, Orange River Colony. This promises to become one of the diamond field's historic gems.

Somewhat of a sensation was caused in Berlin, according to a dispatch to the Handelsblad, when the nuns from the Catholic Lyceum in Lindenstrasse marched to the polling booths in a group.

Disorders in Hamburg, in which several persons were killed and others wounded, are reported in dispatches by way of Zurich. The disorders were incident to demonstrations in connection with the demand for the release of the sailors who had been imprisoned by the Government as the outcome of previous disturbances.

Prince Feisal, a son of the King of the Hedjas, has compiled a memorandum for presentation to the Peace Conference asking complete independence and autonomy for the Arabian state of the Hedjas to consist of Syria, upper Mesopotamia, lower Mesopotamia, Yemen and Nejd. The territory of Nejd is a tribal state.

Rice riots are occurring daily in Japan. The suggestion of riceless days twice a month has been made as a result. The Seiyukai government is powerless to act radically to lower the price because it obtains its support in large measure from big farmers and land owners who naturally profit by high prices. One extreme proposal is a riceless day once a week.

The British air ministry is planning an areo route from London to Capetown, a journey of 5300 miles by airplane and of 5800 miles if hydro-airplanes are utilized, according to the Daily Chronicle, which says that already most of the preliminaries have been worked out and that parties of surveyors are in Africa locating likely places at which to erect repair and supply stations.

The British empire producers' organization has written to Premier Lloyd George stating that the affiliated associations of the empire have indorsed in the strongest terms the organization's demands that the Central Powers shall pay Great Britain an indemnity commensurate with the cost of the war. The associations uniting in this plea, it is stated, represent well over $5,000,000,000 of British capital.

With the Wits

"Bliggins tries to be cheerful." "Yes," commented Mr. Groucher; "he tries so hard that he makes himself and every one else uncomfortable." —Washington Star.

Husband—Have you brought your opera glass?

She—Yes, but I can not use it.

Husband—Why not? She—I have left my bracelets at home.—London Opinion.

"Sometimes Gwendolyn speaks and sometimes she doesn't," said Maude.

"Yes," replied Maymie. "She got that way since she took a position in the telephone exchange."—Washington Star.

Young Minister (receiving gift of fountain pen)—Thank you. I hope I shall now be able to write better sermons.

The Lady—I hope so.—Boston Transcript.

Silas (in a whisper)—Did you git a peep at the underworld at all while you wux in New York, Ezry?

Ezra—Three times, b'gosh. Subway twice an' ratscellar once.—Buffalo Express.

"Say, that lot you sold me is three feet under the water." "Is it?" "Yes, it is, and you know it." "Well, it's a good thing you told me. I can let you have a bargain in a canoe." —Kansas City Journal.

Publisher—What literary experience have you previously had?

Applicant—I've been writing the screen text for the moving pictures.

Publisher—I'm afraid you won't do. Our man must have some knowledge of grammar and spelling. —Life.

"Two years are required to produce a fullgrown oyster." "I don't think I'd like the business," declared the old cattleman. "Why not?" "Not enough to show for your effort. Why, you could raise a steer in the same length of time."—Kansas City Journal.

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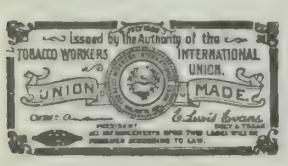

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VOL. XXXII, No. 23. SAN FRANCISCO, WEDNESDAY, FEBRUARY 12, 1919. Whole No. 2525.

THE GALVESTON CONVENTION.

Conclusion of the Summarized Daily Proceedings.

Last week's issue of the Journal had the first half of the recent I. S. U. of A. convention proceedings.

This was the Twenty-second Annual Convention of the International Union. It was held at Galveston, Texas, from January 20-27 inclusive.

The second and final instalment of the summarized proceedings follows:

REPORT OF COMMITTEE ON LEGISLATION.

Chairman Rosen of the Committee on Legislation submitted the following report:

We your Committee on Legislation to whom were referred the President's report and other matters herewith submit the following report:

In dealing with that part of the President's report referring to the "Seamen's Act," your committee approves of the actions of President Furuseth and the Executive Board and their methods of handling the cases now pending before the courts, and recommend that the principles promulgated by the New York convention and concurred in by the Buffalo convention be adhered to in enforcing the "Seamen's Act," so that the benefits contemplated therein may be fully attained.

The principles in question are as follows:

Defense of Seamen's Act.

1. That the convention place itself on record as being utterly opposed to any and all amendments to the Seamen's Act, that has for its purpose and intent the repeal of said law, or which in any other way will change the spirit of the law, and that the Legislative Committee be hereby empowered to take any action it may deem best in the preservaton of our present law, and work for proper construction of same.

2. That as many of the Legislative Committee as may be needed, be authorized and instructed to proceed to Washington, D. C., at any time it may become necessary for them to do so, and to incur such expense as may be indispensable for this purpose, subject to the supervision of the Executive Board.

3. That the different district organizations keep in close touch with seamen of all nations coming into the several ports where branches are now or may be hereafter established, for the purpose of giving to those seamen all information of importance regarding their rights under the Seamen's Act.

4. That whenever advice and assistance is needed, it be given to the extent of the power and means of the district, in obtaining for these men legal counsel in the District Courts of the United States.

5. Whenever such cases are taken to the courts, the attorneys employed by the District or Local Unions shall be requested to immediately furnish a statement of the facts involved, which shall be sent to the International President.

6. That the Executive Board, through the International President, be kept informed regarding such cases, to the end that we may contend for a uniform construction of the law by the several District Courts, and, further, that appeals may be taken or contested whenever deemed necessary by the Executive Board.

7. That the cost of taking or contesting such appeals be borne by the International Union.

8. That when such action shall, in the judgment of the Executive Board, become necessary, the Board shall make a report to the District and Local Unions with a request for such funds as may be needed for this purpose.

Adopted by unanimous vote.

The Seamen's Compensation Bill.

Referring to the Seamen's Compensation Bill (S. 4342), as introduced by Senator Hiram W. Johnson, your committee recommends:

That the bill as modified by the United States Shipping Board's attorney, be submitted to the Legislative Committee for careful analysis, and after such analysis has been made, if the findings of the committee are that the intent of the bill as originally drafted has not been destroyed, that the Legislative Committee be instructed to use every endeavor to have said bill enacted into law.

Adopted.

A resolution upon this subject, introduced by the delegation from the Fishermen's Union of the Atlantic, urging the early enactment of the Johnson Compensation bill, was also unanimously adopted.

Transfer of Shipping Commissioners.

The following resolution, introduced by Delegate G. H. Brown of the Eastern and Gulf Sailors' Association, was reported favorably:

Whereas, The present system of employment of seamen in the ports on the Atlantic and Gulf coasts is an obsolete system; and

Whereas, The crimping evil is still flourishing on the Atlantic and Gulf coasts because no adequate system of giving the seekers of employment (the seamen) proper facility to obtain employment on board ships; and

Whereas, The United States Shipping Commissioners' duties in respect to these matters do not function in accordance with the purposes and law for which the United States Shipping Commissioners were established; therefore, be it

Resolved, That we urgently petition the President of the United States of America to transfer the United States Shipping Commissioners from the Department of Commerce to the Department of Labor and that employment bureaus for seamen be established under the supervision of the Department of Labor in the larger ports.

Adopted.

Marine Hospital at Port Townsend.

The committee recommended adoption of a resolution introduced by the delegate from the Marine Cooks and Stewards' Association of the Pacific, as follows:

Resolved, That the Legislative Committee urge upon the Surgeon General, that more adequate hospital facilities be provided at the port of Seattle, Wash., and that the local unions there prepare and submit facts to the Legislative Committee regarding hospital service at that port, that same may be properly presented to the Surgeon General.

Adopted.

In dealing with certain parts of the President's Report the committee submitted the following:

In approving the actions of the President regarding the draft law and manning of merchant vessels by naval crews your committee desire to compliment President Furuseth on the manner in which these problems were handled.

Adopted.

In commenting on that part of the President's report, "The Call to the Sea," your committee desire to express approval of that proclamation which has done so much in solving the problem confronting the nation, namely, the proper manning of the ships.

Adopted.

With regard to "A Message to Seamen" referred to in the President's report, your committee in approving this work desire to say that too much stress cannot be laid in calling attention to this remarkable document, remarkable not only for the fund of information it contains, but also for the task it was called upon to do and which it so ably performed, thus earning for itself a place in the annals of history.

Adopted.

In view of the fact that two bills, nullifying important features of the Seamen's Act, have been introduced in Congress, namely, S. 5285 by Senator Calder of New York and H. R. 13671 by Congressman Gould of New York, your committee recommend that the convention go on record as being decidedly opposed to both of these bills and urge upon the delegates to this convention after returning to their respective homes to use every means to bring about the adoption of resolutions condemning these bills, and we further recommend that the Legislative Committee be instructed to use every agency they can bring to bear against the enactment of said bills into law.

Adopted.

Your Committee on Legislation having considered the present physical condition of Vice-President Olander and realizing the service he has rendered the International Seamen's Union of America in legislative matters without any financial remuneration from the International, we believe it is the duty of the International Seamen's Union of America to show appreciation of his past service and recommend that the Secretary-Treasurer be authorized to expend weekly a sum equal to that specified for the President, to commence February 1, 1919.

Adopted.

In concluding, your committee endorses the recommendations embodied in the President's report, and especially in that one of printing in full as an appendix to the convention proceedings, the memorable message to seamen by the President of the United States, in which these words occur: "No more honorable or

serviceable task can come to any of our people than that of manning our merchant marine."

JACK ROSEN, Chairman;
CHARLES SULLIVAN,
NEWMAN SHEA,
W. L. CARTLEDGE,
G. H. BROWN,
PATRICK FLYNN,
THOS. CONWAY.
PATRICK O'BRIEN.

REPORT OF COMMITTEE ON ORGANIZATION.

Chairman Griffin of the Committee on Organization submitted the following report:

In the matter of organizing work among the Cooks and Stewards of the Great Lakes we recommend approval of the following resolution introduced by Delegates J. M. Secord, David E. Grange and William L. Cartledge of the Marine Cooks and Stewards' Association of the Atlantic:

Whereas, Owing to the fact that it is necessary to continue the work of organizing the Marine Cooks and Stewards' Union of the Great Lakes, during the coming season of 1919, if they are to be thoroughly organized and placed in a financial position so that they will in the future be able to continue in business without any further help financially; therefore, be it

Resolved, That this convention does hereby grant to the Marine Cooks and Stewards' Union of the Great Lakes, two organizers for the term of one year, commencing February 1, 1919.

Adopted.

The committee continued to report, as follows:

Those sections of the Secretary-Treasurer's report under the caption: "Historical Information," which were referred to this committee, are submitted with recommendations as follows:

First—That the action of the Executive Committee in granting a charter to the Marine Firemen and Oilers' Union of British Columbia be approved. Endorsed.

Second—That the action of the Executive Committee in granting a charter to the Marine Cooks and Stewards' Association of British Columbia be approved. Endorsed.

Great Lakes Cooks—Inasmuch as very beneficial results have been obtained through the policy pursued during the past year in the methods of organizing, we recommend that said policy be maintained during the ensuing year. We further recommend that the reports of H. P. Griffin, Administrator, and J. M. Secord, Secretary of the Marine Cooks and Stewards' Union of the Great Lakes, dealing with these matters be printed in the proceedings. Endorsed.

In the matter of the Atlantic District Unions, which show such wonderful growth during the year, we commend the efforts which have resulted in these achievements, with approval of the Secretary's report covering same. Concurred in.

Owing to the war and economic conditions the Pacific District does not show the same growth as the Atlantic, but the percentage of organization has been maintained at the well established standards of previous years.

Under the caption "Organizing," we recommend that all organizers be paid a minimum salary of forty ($40.00) dollars per week. Adopted.

The high commendation given the Atlantic Fishermen for their magnanimous action in volunteering to relieve the International of organizing expense, is well deserved and exemplifies a high spirit of unionism.

In the matter of recommendations regarding Fishermen and organizations of men sailing on Canadian ships, we recommend that the Executive Committee give these subjects careful consideration and formulate a permanent working plan for the future. Adopted.

Submitted by the Committee on Organization.
H. P. GRIFFIN, Chairman;
JOHN CLARK,
JOHN CLAUSEN,
J. M. SEWARD,
JAMES LYNCH,
J. VANCE THOMPSON,
C. F. MAY.

REPORT OF COMMITTEE ON CONSTITUTION.

The Committee on Constitution recommended nonconcurrence upon a resolution providing that in the future the conventions of the International Seamen's Union of America shall be held biennially. The committee stated they did not believe it the majority sentiment of the membership to change the present policy in this respect at this time.

The committee's recommendation was adopted.

A resolution providing that suitable quarters be secured at Washington, for President Furuseth was reported favorably by the committee and adopted by the convention.

Upon recommendation of the committee the convention voted to increase the monthly per capita tax to the I. S. U. of A., from 5 to 8 cents per member, to take care of the heavy bills incurred in protecting the seamen in the courts, to meet the new item of expense provided by the affiliation with the International Seafarers' Federation, and the increase in disbursements generally.

Two minor amendments to the Constitution were adopted, more specifically providing what steps must be taken by the Secretary-Treasurer in case of a referendum vote.

Referring to that part of the Secretary-Treasurer's report appearing under the caption "Recommendation" the committee recommended that the President be authorized during the coming year to appoint a committee of five, representing the Cooks, Firemen, Fishermen and Sailors, who shall outline specific plans according to the recommendations and report same to the next convention for action.

Adopted.

With regard to that part of the Secretary-Treasurer's Report appearing under the caption "Practice of Uniformity," the committee commended the progress made in this respect and recommended that all District Unions urge upon their membership to so recast their respective constitutions that the policy of uniformity can be realized.

Adopted.

The report was signed by the full committee, as follows:

PERCY J. PRYOR, Chairman,
JOHN W. ELLISON,
JOHN H. MEAGHER,
C. J. HARRINGTON,
DAN INGRAHAM,
C. G. LARSEN.

The Committee on Resolutions then submitted the following supplementary report:

SUPPLEMENTARY REPORT OF COMMITTEE ON RESOLUTIONS.

Resolved, By the International Seamen's Union of America in Twenty-second Annual Convention assembled at Galveston, Texas, January 20th to 25th, 1919, that we deeply appreciate the splendid reception and entertainment rendered to the delegates in attendance at this convention by the citizens of Galveston generally, further

Resolved, That we are especially grateful to Mayor Kempner and City Commissioner Shea for the cordial welcome extended to the convention at the opening session, further

Resolved, That we are thankful to the Commercial Associaton and the Labor Council of Galveston, also to the Atlantic District Unions and their joint entertainment committee for the fine diversions provided the delegates during their spare moments in Galveston, further

Resolved, That we hereby voice our appreciation to the press of Galveston for the full and fair reports published daily with regard to the proceedings of the convention.

PAUL SCHARRENBERG, Chairman;
J. LEONARD NORKGAUER,
JOHN OLSON,
PETER McKILLOP,
OSCAR CARLSON,
I. N. HYLEN,
C. MUNNICH.

Adopted.

New England Fishermen.

The following resolution introduced by unanimous consent, at the instance of the delegates from Fishermen's Union of the Atlantic, was adopted:

Whereas, The Bay State Fishing Company of Boston, Mass., is carrying on advertisement in the Gloucester Daily Times, setting forth earnings of the various men employed in the Bay State fishing vessels on the Atlantic Coast, evidently with a view of arousing public opinion against the Fishermen's Union of the Atlantic; and

Whereas, The present request of the fishermen on the Atlantic at this time is not for an increase of wages and percentages on fish, but for correction of unusual and unbearable hours of labor caused by shortage of men as crews for these vessels. The men now request a sufficient increase in the number of men employed as the crew on these fishing vessels that will warrant decent hours and fair living conditions; and

Whereas, The foregoing have been proven as the exact facts of the present controversy between the Fishermen's Union of the Atlantic and the companies operating the vessels; therefore be it

Resolved, By the International Seamen's Union of America, in regular session assembled at Galveston, Tex., January 27, 1919, that the Secretary of the I. S. U. of A. is hereby authorized to furnish the press of the country, and especially the press of the Atlantic Coast and labor journals, with full details explaining the true condition of the controversy as herein mentioned, to the end that the unfair and unjust methods of the companies be fully exposed, and the fishermen's position be properly placed before the public so that they may receive the consideration justly due them.

Election of Officers and Convention City.

The following officers were unanimously elected for the ensuing term:

President, Andrew Furuseth of San Francisco.

First Vice-President, Patrick Flynn of San Francisco.

Second Vice-President, Victor A. Olander of Chicago, Ill.

Third Vice-President, Thomas Conway of Buffalo.

Fourth Vice-President, H. P. Griffin of New York.

Fifth Vice-President, P. B. Gill of Seattle.

Sixth Vice-President, I. N. Hylen of San Francisco.

Seventh Vice-President, Percy J. Pryor of Boston.

Eighth Vice-President, Eugene Steidle of San Francisco.

Ninth Vice-President, William H. Brown of Boston.

Tenth Vice-President, Oscar Carlson of New York.

Editor Seamen's Journal, Paul Scharrenberg of San Francisco.

Secretary-Treasurer, T. A. Hanson of Chicago, Ill.

Legislative Committee: Andrew Furuseth, Victor A. Olander, Patrick Flynn, H. P. Griffin and I. N. Hylen.

Delegates to the American Federation of Labor Convention (to be held at Atlantic City, N. J., in 1919): Andrew Furuseth, Victor A. Olander, Percy J. Pryor, Patrick O'Brien and I. N. Hylen.

Delegates to the International Seafarers' Conference (to meet in London, England, February 24, 1919): Andrew Furuseth and Patrick Flynn.

Legislative Representative: Third Vice-President Thomas Conway was unanimously elected to represent the International Union at Washington during the absence of Andrew Furuseth.

Convention City: San Francisco was chosen as the next convention city. The convention will be called to order the second Monday in January, 1920.

INJURIES TO SHIP'S BARBER.

A. L. Hartman, employed as a barber on the S. S. "Shinyo Maru," of the Toyo Kisen Kaisha at the nominal rate of $1 per month, went ashore at Nagasaki on his own business. On returning to the ship he lost his balance and fell, his left leg being caught in the hawse hole of the launch, resulting in his injury, for which he sued in the U. S. District Court (N. D., Cal.) and was awarded $1400 and costs by Judge Van Fleet, being $700 for medical and other expenses and a like sum for his sufferings and loss of time.

The shipowners brought appeal denying among other things that the crew of the launch were employed by them, but on the contrary that they were employed by an independent contractor. They further set up the plea of contributory negligence by the plaintiff and that the position of the parties was governed by the laws of Japan at the time of the accident.

The Circuit Court of Appeals (Ninth Circuit) found that the owners of the launch though independent contractors were really retained by the shipowners for the transportation of passengers and crew from ship to shore. However, the plaintiff did not make use of the launch for the purpose of his employment but for his own purposes. In reversing the judgment of the lower court Circuit Judge Ross said:

"After a careful consideration of the question of the alleged negligence, but one conclusion can be reasonably reached upon the evidence, and that is that the unfortunate accident was not due to any negligence on the part of any employe in the operation of either the launch or ship, but to the attempt of the defendant in error to step from the launch to the gangplank, in the then condition of wind and water, with the bundles under one of his arms. It would serve no useful purpose to review the evidence, but, reaching that conclusion, it is obviously our duty to disregard the finding of the trial court to the contrary. It being unnecessary to consider any of the other points relied upon by the plaintiff in error, the judgment is reversed, and the case remanded to the court below for a new trial."

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Labor Has New Status: English Editor.

Reynold's Newspaper, one of England's leading liberal publications, prints an editorial on after-the-war problems, in which the editor makes this significant statement:

"If there is one lesson which has been gained from the war, it is that the value of labor was always under-estimated, and the value of capital always over-estimated. In the first week of the war, the whole banking system of this country would have crashed into ruin, only for the fact that the Government supported the money market with the national credit. And that credit, it has been clearly shown, lay not so much in banks and capitalists, as had been supposed, as in the power of the people to use their energy and their skill to do the work that was required if we were to win the war.

"Labor has got, through the war, a new status. It has been clearly demonstrated that only those who work, whether with hand or brain, count; the rest matter little or nothing. And that fact having been demonstrated, it is likely to be made the center of the economic discussions of the future.

"We in this country have shown that, despite the fact that 6,000,000 men have been taken from industry, and millions more men and women have been diverted into making things that kill instead of things that give life, the workers have been on the whole better fed, and better off generally, than before. When those millions of men and women are again established in the arts of peace, are they all going back to the same old stage as before we learnt the great lesson? We think not."

Need for Education Is Vividly Pictured.

In a publication just issued by the United States Bureau of Education, the need for education in this country is vividly pictured.

"What should be said of a world-leading democracy wherein 10 per cent. of the adult population can not read the laws which they are presumed to know?" is asked.

"What should be said of a democracy which sends an army to preach democracy wherein there was drafted out of the first 2,000,000 men a total of 200,000 men who could not read their orders or understand them when delivered, or read the letters sent them from home?

"What should be said of a democracy which calls upon its citizens to consider the wisdom of forming a league of nations, of passing judgment upon a code which will insure the freedom of the seas, or of sacrificing the daily stint of wheat or meat for the benefit of the Roumanians or the Jugo-Slavs when 18 per cent. of the coming citizens of that democracy do not go to school?

"What should be said of a democracy in which one of its sovereign states expends a grand total of $6 per year per child for sustaining its public school system?

"What should be said of a democracy which is challenged by the world to prove the superiority of its system of government over those discarded, and yet is compelled to reach many millions of its people through papers printed in some foreign language?

"What should be said of a democracy which expends in a year twice as much for chewing gum as for school books, more for automobiles than for all primary and secondary education, and in which the average teacher's salary is less than that of the average day laborer?

"What should be said of a democracy which permits tens of thousands of its native-born children to be taught American history in a foreign language—the Declaration of Independence and Lincoln's Gettysburg speech in German and other tongues?

"What should be said of a democracy which permits men and women to work in masses where they seldom or never hear a word of English spoken?

"Yet, this is all true of the United States of America in the year of grace, 1918, wherein was fought the second battle of the Marne and the battle of the Argonne forest."

Packer Is Mournful.

These are sad days for the meat packer, according to J. Ogden Armour, who assured the United States Senate Committee on Agriculture that "there are some people who wouldn't have any business and there are times when I don't blame them."

Mr. Armour said the reason that the five great packing plants have forged ahead is because "there are people who perhaps work a little harder, who take more chances, who add more things to their business, who go into greater detail and thus work out to a large basis."

Mr. Armour stated, however, that half a billion dollar investment was necessary to go into the packing business.

Mr. Armour admitted that the "big five" packers maintain a secret fund "for purposes of legislation and litigation," and that the assessments were based on the amount of business done. It was also admitted that the food administration permitted the packers to make 4 per cent. profit in addition to 9 per cent. profit, which has been claimed heretofore as the limit of the packers' profits. The 4 per cent. profit was kept secret, Mr. Armour said, and was allowed for the purpose "of paying interest on money borrowed."

The witness agreed that the total profits of his concern were nearer $25,000,000 than $15,000,000, as had been asserted.

Later, in discussing his relations with the other packers, Mr. Armour said, "We are all content to go along and make a little money."

Business Oligarchs Must Change Tactics.

Industry can no longer be ruled as an oligarchy, and democratic principles must be applied, declared R. J. Caldwell, business man of New York and member of the employers' industrial reconstruction investigating commission, appointed by the Department of Labor to make a survey of the European industrial situation.

"We rule our industry as an oligarchy," said Mr. Caldwell. "We regulate wages arbitrarily—save where labor unions are able to intervene. We refuse to consult with the workers about their own working conditions.

"What harm can it do to extend the application of democratic principles to indus-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A western interprovincial conference of labor is to be called early in March, the city of Calgary, B. C., having been tentatively agreed upon as the seat of the conference. The labor movements of British Columbia, Alberta, Manitoba and Saskatchewan have already expressed their sympathy with the project. It is intended that the annual convention of the British Columbia Federation of Labor be held during the first three days of the week, and the balance of the week be given over to the Western Conference.

The British Government Department of Labor Statistics reports that the number of English trade unionists at the end of 1917 was 5,287,522. In the previous year the number was 4,437,947. This includes the total membership of the 1133 trade unions known to the department. The increase in male members was 617,000, or 15.8 per cent., and in female members 233,000, or 43 per cent. The total number of female members now approximate 774,000. It is stated that some of the unions of less skilled workers have not included in their returns members in the military service.

Recent numbers of L'Humanité, of Paris, France, devote a large amount of space to the problem of unemployment in France. Unemployment is general in many of the leading industrial districts, but it is particularly serious in the districts which have been manufacturing munitions. In one issue a long article is printed commending to the French Government the Belgian example of dealing with unemployment. The minister of industry and labor in Belgium has opened a large number of employment exchanges. In case these exchanges are unable to provide work, the State grants work to the unemployed at a minimum wage of not less than 5 francs ($1.00) a day in agricultural districts and 75 centimes (15 cents) an hour in city districts. In this way, writes the editor of L'Humanité, the Belgian workers are protected against the maneuvers of those employers who use hunger as a means of reducing wages below the indispensable minimum, and also against excessive exploitation.

The British Labor Party has taken a vigorous stand in favor of having the factories and other works built by the Government during the war, retained under national control. The "London Times" in an effort to discredit this move has been urging the Government to permit the trade unions to make an experiment in guild Socialism by taking over some of these factories and managing them in competition with private industries. The "London Nation" in commenting on the situation calls attention to the fact that even should the trade unions make an effort to take over the factories and manage them, they would very easily be discredited by their failure to secure raw materials and to obtain markets. Workshop control is only a small part of modern business. The trade unions controlling the shops would be helpless in the hands of the bankers, producers of raw material and marketers of the product they created. "The Nation" warns the unions that any attempt to follow the suggestion of the "Times" is bound to fail. It further suggests that the "Times" desires this failure in order to discredit the work of the Labor Party.

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San Pedro, Los Angeles Waterfront, Cal.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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UNION STAMP
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All shoes without the UNION STAMP are always Non-Union.

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Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.
John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

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Ask for this Label on Beer

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TO
WORK AND VOTE

Against the Ratification of the National Prohibition Amendment to the Constitution

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San Pedro Letter List

Aalto, Harry
Albertson, Johannes
Amundsen, Pete
Andersen, Mr.
Andrew, Ernest -1410
Antonsen, N. H.
Barnes, A. M.
Bedford, A.
Breien, Hans
Brogard, N.
Christoffersen, G.
Doyle, William
Eklund, Swen
Ellingson, Billy
Flotman, G. J.
Fosberg, Leonard
Franzell, A. T.
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Halvorsen, Harry
Hammarquist, Gust
Harler, Peter
Hederman, H. C.
Helin, John
Hoek, A.
Holmstrom, Fritz
Iverson, Tom
Jensen, J.
Johansen, J. -2314
Johansen, Fritz
Johansen, N. A. -1604
Johansen, Fred
Johanson, John A.
Johansen, Carl
Johnsen, John E.
Johnson, Ole
Jonassen, Johannes
Kristensen, Martin
Larsen, Klaus L.
Lato, Eley
Lechemus, Bill
Linden, Chas. F.
Lundquist, R.
Miller, John
Monson, Chas. C.
Monterro, Joe
Mortensen, Adolf
Nelson, Carl
Nurmi, Taini
Nurn, John A.
Nyberg, Eric
Olsen, A. W.
Oman, Chas. V.
Olsen, Tollef
Ohm, B.
Olsen, Amandus
Olsen, Ole W.
Olson, Andrew
Petersen, K. E. -903
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Reed, Lief A.
Rosenthal, Walter
Ross, George
Rytko, Otto
Rasmussen, T. A.
Sanders, Chas.
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Stringer, M.
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Thompson, M.
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Terkki, Arthur
Thornlund, John N.
Wrig, F.
Warkkala, John
Williams, Edward
Wrig, Claus
Williams, Edward A.
Warkala, John
Zimmerman, F.
Zunderer, Theo.
Zunderer, Theo (Questionnaires)
Berner, Albert
Christensen, Ole Martin
Doage, Sigvald
Holm, Frank
Johansen, N. A.
Johansen, Carl M.
Lindroth, Carl Aug.
Pedersen, Carl
Rehl, Chas.
Tysk, John H.

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Karlson, Wm.
Lauritsen, G.
Leyons, J. B.
Maki, Fred
Minich, B. I.
Morgan, L. M.
Mogstad, John
Olsen, O.
Olson, Gust
Olson, J. C.
Olson, John Oscar
Olson, Nels
Ohman, L. P.
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Rasmussen, Robert
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Sandbeck, George
Sandvik, Harold
Smith, G. H.
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Wilson, O. K.
Wilson, Osvald
Andersen, Jens
Armstrong, W. N.
Borgen, Knut
Bugden, Edward
Caldio, C. D.
Carlson, George
Carlson, Hjalmar
Dahlquist, Carl M.
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Larsen, Harold
Larsen, Hjalmar
Larson, Jens
Luckman, Samuel
Nelson, Philip
Nilson, Nils Engwald
Norton, Emil
Norton, P. A.
Parks, Harold, A.
Paulson, Peter
Palmer, L. L.
Pedersen, Albert
Peterson, Andrew K.
Petterson, C. H.
Ranta Hjalmar
Rasmussen, Peter
Rudsit, Fred
Sather, Harold
Sather, P.
Simonsen, Hans
Schuppel, John A.
Tardiff, Geo. H.
Taylor, T. G.

Tacoma Letter List.

Carlstrand, Gustaf
Hoffman, Fred
Holmstrom, Carl
Houge, Anton
Kalberg, Wm.
Krane, I. I.
Larson, Alexander
Magill, Michel
Magnusson, E. W.
Martinsson, E.
Meyer, Karl
Nielsen, Niels -751
Olsen, Emil
Palken, G.
Bertelsen, Bertel
Pettersson, -1287
Revheim, Oscar
Seyfried, M. -2962
Swansen, Carl

Honolulu, H. T.

Anderson, John E.
Burk, Harry -1284
Crantly, C. W.
Eugenio, John
Ekelund, Rickhard
Ivertsen, Sigvald B.
Lengwenus, W. L.
Möller, F.
Nelsen, C. F.
Petersen, Carl
Peters, Walter
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Selberg, B. P.
Strand, Conrad
Thompson, Emil N.

Husband Again Feeling Well; Wife Happy

COLUMBUS WOMAN SAYS LAXCARIN WILL HELP ANYONE AS IT HELPED HER HUSBAND.

"My husband suffered from stomach trouble, heartburn and indigestion, for more than a year. At times he was so terribly irritated that I was actually afraid to go near him. The slightest noise, the rattling of the baby—all brought them on his feet—his nerves were simply shattered," said Mrs. Arthur Stevens of Columbus, the wife of a well known railroad conductor.

"LAXCARIN came to our attention through the newspapers, and although we were both very skeptical about its advertised merits, we have decided to try it, and now we thank God for bringing it to our attention. LAXCARIN stopped the food my husband ate from fermenting, and because he was able to digest it, it nourished him and it built him up again. LAXCARIN stopped the gas that caused heartburn and gave him a fine appetite. It has again brought his nerves around and they are in a fine shape now. He again sleeps as well as before the stomach trouble started. LAXCARIN is certainly a great medicine, and it will help every one as it helped my husband."

LAXCARIN is sold by the Laxcarin Products Co., Pittsburgh, Pa., Dept. Sent upon receipt of one dollar cash, stamps or money order.

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Pacific Coast Marine.

Construction work on the $500,000 marine railway at the naval auxiliary station at San Diego has commenced. When completed the railway will be capable of docking destroyers, submarines and other light-draft craft.

Hercules Powder Company officials at San Diego officially announced that their ocean-going tug "Bahada" had been purchased by the Long Beach Dry Dock and Shipbuilding Company. The purchase price was $40,000.

The proposed general reduction of San Francisco Belt Line switching charges from $3.25 to $2.50 per ton, which was announced recently by the California Board of Harbor Commissioners, will become effective on March 1, according to President McCallum.

The Alaska Packers' Association, San Francisco, states in its annual report that "there has been expended for improvements and repairs to the fleet the amount of $259,557. The association now owns eight ships, eleven barks, one barkentine, three schooners and sixty-nine steamers and launches, a total of ninety-two vessels."

The San Francisco Board of Supervisors has indorsed the bill providing for municipal control of San Francisco harbor. A report approving the bill was submitted to the Board by committees on commercial development and State laws. In addition to adopting the report, the Supervisors passed a resolution urging passage of the bill by the State Legislature.

The steam yacht "Venetia," owned by John D. Spreckels, has arrived at Colon, according to cable advices. The Venetia played a conspicuous part in combating German submarines in the Mediterranean and, according to official Navy Department announcement, sunk one U-boat. The "Venetia" will be sent to Mare Island to be put back in shape for return to its owner.

Secretary Daniels is said in a despatch from Everett, Wash., to have signed contracts with the Norway Pacific Construction and Drydock Co. for building five coast guard cutters at a total cost of $3,435,000. It is expected to lay the first keel not later than March 15. The contract calls for the delivery of the vessels between December 1, 1919, and April 1, 1920.

The F. E. Booth Fish Company's new building at Meiggs Wharf, San Francisco, is rapidly nearing completion and will be used by the company as a market for the sale of fish. A feature will be the installation of tanks in which fish may be kept alive until purchased. A permanent aquarium for the display of unusual species of fish sometimes caught by the company's boats also will be installed.

The Norwegian bark "Superior," Captain K. Hansen, has been lost at sea, off the Island of Bali, at the outer end of Java, and the captain and eight members of the crew are missing, according to advices received at San Francisco. The mate and seven of the crew landed safely at Bali and reported the loss of the ship. It is possible that the missing men may be located later. The "Superior" sailed from San Francisco for Manila on August 3, and left the Philippine port December 12, loaded with 4000 bales of hemp and 1000 tons of sugar. The vessel was bound for New York.

Colonel W. H. Heuer, United States Engineer in charge of War Department projects in the Coast district, has been ordered to make a complete survey of conditions on Humboldt Bay and at Humboldt jetties, in preparation for resumption of jetty construction and channel deepening at an early date, according to word received from Congressman Clarence F. Lea, which includes assurance that the War Department is preparing to buy rock for jetty use on a large scale. It is expected that the work will furnish employment for from 400 to 500 men in all, and will result in re-opening large quarries which have been idle since jetty work was discontinued at the beginning of the war.

It is reported that Chile will appear before the Peace Conference and demand that her bankers and financiers be given title to the ninety-two interned German ships in Chile. If the demand is granted Chile will be the only country that remained neutral to collect a claim of this kind. It is intimated that the belligerent countries will claim that if the interned fleet is turned over to the banks of Chile, they will remain in the possession of Germans, for it is alleged that the banks are owned and controlled by Germans. Chile will base the claim on the ground that the banks furnished the millions needed to pay the crews and keep the ships in repair. The fleet has a aggregate tonnage of nearly 775,000 deadweight.

The new Norwegian steamer "Bonheur," 3480 tons, built for the Norway Pacific Line for operation out of San Francisco, was destroyed by a floating mine in the North Sea December 23. The vessel was struck off Coquet Island and went down in a few minutes, the crew escaping in the small boats. The "Bonheur" sailed from Christiania, December 9, for San Francisco. The Norway Pacific Line is now operating the steamer "Brazil," the motor-ship "George Washington" and other vessels from local ports, and had planned to increase this operation by adding the "Bonheur" and other ships to the fleet. The "George Washington" is the largest motor-ship afloat and is said to be the most economical ship afloat in point of operation and maintenance.

The rate on lumber via the Panama Canal has been cut from $35 to $18 per thousand foot measurement by the Shipping Board. The announcement did not create any particular interest among shipping men for there has been little or no movement of lumber from this Coast to the Atlantic. The opinion was ventured, however, that the new rate will make it possible for the British operators to get the cream of the haul on lumber from this Coast, as they will receive more than $18 a thousand for the short haul across the Atlantic. Assistant Director Ebey of the Shipping Board said that as far as he knew there was no lumber being transshipped across the Atlantic from the Eastern ports. He understood, he said, that the lumber taken from this Coast was intended for use in this country and would consist chiefly of railway ties.

Writing about the self-insurance policy of the Alaska Packers' Association, President Henry F. Fortman, in his annual report, says in part: "The association carries its own insurance on buildings, wharves, machinery, equipment, furniture and on product in the course of manufacture and finished in its own plants; also on all floating property and on cargoes of box shooks, lumber and coal. All up and down general cargoes are insured at full values, and salmon and merchandise stored in warehouses in San Francisco at about one-half their values. At the close of 1917 the fund showed a credit of $4,570,978; its interest income on investments amounted to $230,200 for the year, and, in addition, the fund was credited with $1,272,396. From the interest income a dividend of $115,016 was paid. The amount charged for dividends, leases, expenses and taxes aggregate $931,310. The insurance fund now amounts to $5,142,266."

President John H. McCallum of the Board of State Harbor Commissioners received congratulations recently from Governor Stephens because the Commission had made it possible for the State's chief executive to notify the United States Shipping Board at Washington that San Francisco had already gone ahead and taken the importers, exporters and shipping men into its confidence in the matter of looking after the interests of the port. A letter was received from Washington in which the Governor was asked to suggest to the Harbor Board the advisability of appointing an expert committee as an advisory body. Stephens answered that the local Harbor Board had not appointed this committee, but had previously appointed other special committees, and these had worked with the board on various matters during the past six months. McCallum said that he was glad that the Commission had acted before the idea was even suggested to Washington.

The Pacific Mail liner "Venezuela," which was requisitioned by the Government for the transportation of the French officers and a cargo of military supplies to Vladivostok several days ago, will not be needed for this purpose, and will be permitted to remain in the regular service between this port and the Orient, according to Harold H. Ebey, assistant director of the Shipping Board. It is understood that the United States Army transport department has solved the transportation problem and may add another transport to the service out of San Francisco. This would indicate that there is little likelihood of the "Venezuela" or any other Pacific Mail vessel now being taken from the service for the use of the Government. The vessel had been booked to capacity with freight and passengers before being requisitioned the last time, and the greater part of the travelers will reclaim their reservations and sail on the 18th. The fight put up by the Chamber of Commerce and other commercial bodies of the city is believed to be responsible for the change in the Government plans. The "Venezuela" is expected to arrive at San Francisco February 12, and is bringing a full list of passengers.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

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and
INTERNATIONAL SEAFARERS' FEDERATION.

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(Continued on Page 11.)

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SAILORS' UNION OF THE PACIFIC

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY 12, 1919.

WORK OF THE CONVENTION.

The second and final installment of the Galveston convention proceedings is published in this issue.

It is only meet and proper to begin a review of the convention's work with some facts anent the numerical and divisional strength of the membership represented at the 22nd Annual conclave of the International Seamen's Union of America.

An abstract from the valuable data compiled in Secretary Hanson's report shows the 50,000 members of the International Union to be divided in the following groups:

Cooks, Stewards, Waiters, etc.	7,200
Firemen	9,600
Firemen, Oilers, Watertenders, Coal-passers, etc.	14,700
Sailors (Boatswains, Quartermasters, Able Seamen, Ordinary Seamen, etc.)	18,500
Total	50,000

A division of the membership along geographical lines shows the following interesting results:

Atlantic Coast	25,000
Great Lakes District	7,900
Pacific Coast	17,100
	50,000

Considering the well-known fact that the bulk of the International Seamen's Union membership was for years concentrated on the Pacific Coast, the foregoing figures, indicating a new geographical alignment, are highly significant and encouraging, to say the least.

It is altogether needless to say that the convention was unanimous in the adoption of several declarations making it perfectly clear that the International Union will, in the future as in the past, uphold and defend the Seamen's Act against all enemies, at home and abroad.

In close connection with this subject was the formal action of the Convention to join the International Seafarers' Federation. For many years past the International Seamen's Union of America has been affiliated with the International Transport Workers' Federation. Somehow, little if anything of permanent value was ever accomplished by the Transport Workers' Federation. At the outbreak of the war its executive officers were all in Germany and their conduct during the war has practically put the finishing touches to the Transport Workers' Federation's life and usefulness. One point, however, should be made to show an essential difference between the old Transport Workers' Federation and the new Seafarers' Federation. The Transport Workers' Federation was dominated and controlled by landsmen in the interest of workers engaged in the various transportation trades ashore. The Seafarers' Federation will be dominated and controlled by seamen for seamen.

There was a lengthy and spirited debate upon the various phases of the new international ties and upon the new obligations and duties about to be assumed. Andrew Furuseth and Havelock Wilson, President of the British Seamen's Union, had cabled the convention asking that at least one additional delegate be sent to the London conference of the International Seafarers' Federation, to be held on February 24. Many delegates favored sending three additional delegates, one each from the firemen, cooks and fishermen respectively. In the end the committee's report, providing for one additional delegate, prevailed. Andrew Furuseth and Patrick Flynn were unanimously elected to represent the organized seamen of America at said conference. The JOURNAL will keep its readers fully informed upon the doings of the London conference and on developments in the International Seafarers' Federation, generally.

The convention adopted a new policy providing for a more general dissemination of literature in all sections of the country setting forth the truth upon the Seamen's Act and the aims and objects of the organized seamen's movement from the national and international point of view. In line with this activity suitable quarters are to be established at the Nation's capital.

A determined effort is to be made for the enactment of the National Seamen's Compensation bill now pending in the United States Senate. Attorneys for the Shipping Board have suggested several modifications of the bill. Instead of making the best American Compensation laws the standard for a Seamen's Compensation law these gentlemen, evidently having in mind the shipowners' welfare first, last and all the time, propose to make the British Seamen's Compensation law the basis for an American Seamen's Compensation Act. That they will not be permitted to do so without a fight goes without saying.

Following up the old problem of securing adequate compensation for accidents the convention unanimously declared for the establishment of universal health insurance, i. e., to demand the inclusion, in laws upon this subject, of full medical care and a percentage of wages during sickness.

Better and more adequate Marine Hospital facilities on Puget Sound was again demanded and the local unions were urged to submit facts of the deplorable existing condition to the Legislative Committee.

Several resolutions pertaining exclusively to the affairs of fishermen were adopted. One of these protests against the organization of trap fishermen on Puget Sound, and in Alaska under the jurisdiction of Pile Drivers. Another resolution directed the Secretary to take the necessary steps to insure proper publicity in reply to grossly misleading advertisements appearing in a Gloucester, Mass., daily to the detriment of the Atlantic Fishermen.

A decidedly timely and pertinent resolution, favoring the transfer of U. S. Shipping Commissioners from the Department of Commerce to the Department of Labor was adopted. The JOURNAL will deal editorially with this matter in a later issue.

The Committee on Organization reported satisfactory progress in the work of organizing the Marine Cooks and Stewards on the Great Lakes. The convention therefore voted to continue the financial assistance in that direction. The issuance of separate charters during the year to the Marine Firemen and the Marine Cooks of British Columbia was approved. Finally the Executive Board was authorized to formulate a permanent working plan for the better organization of all seamen in the United States and Canada.

The amendments to the constitution adopted are of minor importance except one providing for an increase in the monthly per capita tax from 5 to 8 cents per member. For some time past it has been necessary to levy assessments upon the treasuries of affiliated unions in order to meet the heavy bills incurred in protecting and safeguarding the Seamen's rights in the Courts. This method of raising revenue has been rather unfair because District Unions with small treasuries have practically entirely escaped payment. Under the increased per capita tax it is confidently believed assessments can be entirely eliminated. Taxes will thus be equally distributed over the entire membership of the International Seamen's Union, regardless of funds in the respective treasuries.

Several recommendations by Secretary Hanson, relating in particular to the formulation and adoption of a more uniform constitution by all district unions, also to an extension of the International membership book to cooks, firemen and fishermen, were referred to a separate representative committee of five, to be appointed by the president.

As a whole the Galveston Convention dealt with all problems affecting the seafaring people in a progressive and forward-looking spirit. The utmost harmony prevailed throughout. There were only two roll calls on debated issues during the entire convention. One was on the number of delegates to be sent to Europe and the other on the selection of the next convention city. All officers, delegates and representatives were elected without opposition, which, in itself, is an indication that the delegates at the convention were determined to sidetrack all personal animosities and to center their energies against the common enemy outside the ranks.

THE SEATTLE STRIKE.

The one redeeming feature about the general "sympathetic" strike at Seattle is the fact that it ended as quickly as it started.

To anyone not on the ground it is, of course, impossible to fully comprehend all the ramifications of that ill-advised and unfortunate walkout. There have been times and occasions in the history of the American labor movement when a general sympathetic strike was not only jus-

tifiable but highly commendable. Men and women have more than once struck in sympathy when the right to organize was denied. They have walked out in sympathy with their fellow workers when attempts were made to increase the working hours or reduce wages. But a general sympathetic strike to enforce an immediate increase in wages for a certain group of workers is decidedly an untried and more than questionable method of getting results.

All that appears to have been accomplished by this wonderful flash in the pan expression of a new and self-styled revolutionary unionism seems to be a sort of dark brown taste such as follows an overindulgence in alcoholic beverages. At any rate, it is sincerely hoped that nothing more serious than the dark brown taste will develop. It is a certainty that the would-be union-busters will do their utmost to turn the Seattle fizzle to their advantage, but there need be little danger of more disastrous consequences if the workers in the great Northwest will do some earnest and serious thinking for themselves. The I. W. W. mouth revolutionists and world saviors who have infested that section of our country of late will disrupt any bona fide working class organization if permitted to freely practice their own impossible theories. And if that one solemn lesson can be driven home to the hearts and minds of the great rank and file then this unhappy and misdirected manifestation of working class solidarity in Seattle has not been entirely in vain.

FACTS ON SHIPBUILDING.

A correspondent challenges the accuracy of the figures published in last week's editorial under the caption "Our Wooden Ships."

The JOURNAL asserted that the Shipping Board originally contemplated building some eight hundred wooden ships but that only about ninety had been completed. The figures quoted refer only to vessels built for the Shipping Board and are believed to be substantially correct.

Since the publication of the before mentioned data Mr. Piez, Director-General of the United States Shipping Board Emergency Fleet Corporation, has furnished the United States Senate with official figures showing that the total output of American shipyards for the calendar year 1918 was as follows:

410 steel vessels of.....	2,570,077	tons d. w.
10 composite ships of.....	37,500	" "
106 wooden ships of.....	376,400	" "
Total 526	2,983,977	" "

The above figures represent ships actually delivered during the year 1918 and should be supplemented by the following returns also furnished by Mr. Piez:

	Number	Tons D. W.	State of Completion	Equivalent in Completed Tonnage
Vessels Delivered	526	2,983,977	100%	2,983,977
Launched but not Delivered	287	1,222,873	80%	978,298
On the ways.....	391	1,939,225	33⅓%	646,108
Work done on Ships Begun in 1917	391	1,908,735		115,372
Total				5,054,055

The foregoing official figures on the "total" output of American shipyards would seem to indicate that the JOURNAL did not stray very far from the actual facts in asserting that only about ninety wooden ships had been actually completed for the Shipping Board.

RIGHTS OF INJURED SEAMAN.

Jury Finds Master Guilty of Negligence in Caring for Injured Seaman and Awards $2500 in Damages.

Editor Seamen's Journal:

Below is copy of charge in the case of Antonio Leone, tried before a jury in the Supreme Court, Kings County, New York. The jury brought in a verdict of $2500.00 for personal injuries and suffering sustained by plaintiff, a member of the crew of the S. S. "Bonifice" of the Booth Steamship Line, through the negligence of the captain and physician on board, in failing to send the man to a hospital at Barbadoes, four days after the accident.

The evidence indicated that he was suffering a dislocated shoulder from the time of the accident, four or five days out of New York, until his arrival to the United States, just two and one-half months later. His arm was reset at the Long Island College Hospital.

The X-ray plates taken at the hospital mysteriously disappeared. Fortunately I had sent him to the New York Hospital for examination and treatment and their records were available. The verdict of $2500.00 was none too large under the circumstances.

The case is remarkable in that the plaintiff's testimony on the trial was unsubstantiated, except that I was able, as attorney for the man, to develop certain inconsistencies in the testimony of the three officers and physician who were arraigned against him. The disappearance of the hospital records which would have proven that the dislocation existed at the end of the voyage, figured materially in the finding of the jury. In many ways this is an important case.

Yours very truly,
S. B. AXTELL.

SUPREME COURT, KINGS COUNTY.
Trial Term, Part V.

Antonio Leone, Plaintiff, vs. Booth Steamship Company, Ltd., Defendant.

Tried before Hon. Stephen Callaghan, and a Jury, Brooklyn, N. Y., December 11th and 12th, 1918.

Appearances: Silas B. Axtell, Esq., Attorney for Plaintiff; Haight Sanford & Smith, Esqs., (Henry M. Hewitt, Esq., of Counsel), Attorneys for Defendant.

Callaghan, J.:

Gentlemen: It very often happens, in the trial of a lawsuit, that in the light of subsequent events, a great deal of testimony taken has nothing to do with the case as it is finally submitted to the jury, and that is true of this case. Here I have allowed testimony, which, in the final analysis has nothing whatever to do with the proposition which I shall submit to you for your consideration. I have taken out of this case the question of whether or not the defendant was responsible for this accident, and it does not matter how it occurred, that is not for your consideration. I have taken away from you the first cause of action, which alleges negligence on the part of the Steamship Company in sending this man aloft to do some work, and I have taken away from you any question as to whether or not the Doctor was guilty of what we know as malpractice, in other words, a failure to properly diagnose and treat this case, because the Doctor is a man of some experience, of middle age, or past, and was thoroughly competent to discharge his duties as a physician on board this vessel. So that no liability can be predicated here for anything which the Doctor did in his failure to properly diagnose or treat this case. So we come down to this one proposition, and that is the only point which you may consider in this case. Should those in charge of this vessel, acting as reasonably prudent men, have sent this man to a hospital in Barbadoes, or in one of the South American ports, for the purpose of having his condition diagnosed, so that they might be able to properly treat him?

The law places upon a steamship company or in other words it places upon the captain, or those in charge of a steamship, the duty of properly looking after its passengers and crew. In this case the man was a member of the crew, and had he been sick at sea, the duty would have been upon this Steamship Company, or the captain, to see that he got proper care and proper medical aid, and if they did not have a doctor on board, it was the duty of the steamship captain to put into port, under certain circumstances. Of course that has nothing to do with this case. But the point that I am trying to make clear to you is the duty which those in charge of the ship owed to this man, and then say whether or not they discharged that duty. The Doctor frankly tells you that he did not know of this fracture of what has been called the upper tuberosity, that he did not know for sure that this condition existed, (although he says he suspected it), until he saw the X-ray in the Long Island College Hospital in Brooklyn. The testimony shows that this man continued to suffer for a long time, two months and a half I believe it was, from the time of this accident until he got final relief by an operation

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 10, 1919.

Regular weekly meeting came to order at 7 p. m., F. Buryesen presiding. Secretary reported shipping quiet; many members ashore.

The Ballot Committee reported the following having been elected officers for the ensuing term: Treasurer, Ed. Andersen; Secretary, Andrew Furuseth; Assistant Secretary, John H. Tennison; First Patrolman, E. A. Erickson; Second Patrolman, C. F. Larsen; Third Patrolman, W. Bastion; Victoria, B. C., Agent, J. Etchells; Vancouver, B. C., Agent W. G. Millard; Tacoma Agent, H. L. Petterson; Seattle Agent, P. B. Gill; Seattle Patrolman, John Andersen; Aberdeen Agent, Ed. Rosenberg; Portland Agent, Jack Rosen; San Pedro Agent, Harry Ohlsen; Honolulu Agent, Jack Edwardson; Editor The Seamen's Journal, Paul Scharrenberg; Business Manager, S. A. Silver.

The following were elected to represent the Union in the San Francisco Labor Council and Waterfront Workers' Federation, respectively:

Delegates San Francisco Labor Council: Ed. Andersen, W. Bastion, E. A. Erickson, W. H. C. Hansen, C. G. Larsen, C. F. May, D. W. Paul, Paul Scharrenberg, S. A. Silver and John H. Tennison.

Delegates Waterfront Workers' Federation: Joe Faltus, C. G. Larsen and Paul Scharrenberg.

Trustees Maritime Hall Association: Ed. Andersen, E. A. Erickson, C. G. Larsen, D. W. Paul and John H. Tennison.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Feb. 3, 1919.

No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Feb. 3, 1919.

Shipping slack

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 3, 1919.

No meeting. Shipping and prospects medium.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 3, 1919.

Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 3, 1919.

Shipping fair; prospects poor.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Feb. 3, 1919.

Shipping fair; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Feb. 3, 1919.

Shipping fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Jan. 27, 1919.

Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 8, 1919.

Regular meeting of the Marine Cooks was called to order at 7 p. m., T. McGlinchey in the chair. Secretary reported shipping fair.

E. F. BURKE, Secretary pro tem.

42 Market Street Phone Kearny 5955.

DIED.

Carl Andersen, No. 716, a native of Norway, age 51. Died at San Francisco, Cal., Feb. 10, 1919.

Knut A. Petterson, No. 1567, a native of Sweden, age 26. Died in the wreck of S. S. "Geo. Loomis," December, 1918.

Armas Puntti, No. 1466, a native of Finland, age 31. Died at San Francisco, Cal., Feb. 4, 1919.

A. W. Rosenquist, No. 19, a native of Finland, age 56. Died at San Francisco, Cal., Feb. 10, 1919.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Secretary of Labor Wilson went before a joint meeting of the Senate and House Committees on Labor and urged that the Kelly bill, appropriating $500,000,000 for the Government development of land, minerals and water power on the public domain, and the Kenyon bill, appropriating $100,000,000 for immediate starting of work on roads and other public improvements, should be promptly passed. This was his answer to the question, "What shall Congress do to meet the unemployment danger?"

Secretary Wilson told the Committee that Congress must act promptly and constructively if the "philosophy of force" were not to be spread broadcast over the country by the impatience of the unemployed. There need be no serious trouble, he explained, if the big projects contained in those two bills were started, and good wages were offered to all men who want jobs and are not afraid of hard work.

To prevent workingmen from listening to the I. W. W. doctrines, and to prevent such unrest in industrial cities as might make necessary the use of force in their suppression, the Secretary thought, Congress must show a determination to provide employment. There would be no social revolution if there were industrial prosperity for the wage workers.

In support of the Secretary's testimony two facts should be stated here: As compared with 11,114 unemployed men, reported from twelve cities on November 30, there were this week 262,000 unemployed reported from 123 cities. Where there were seventy-four cities reporting a balance between labor and jobs on November 30, on January 18 there were only forty-nine cities in which such a balance existed. That is the first fact. The second is that a veteran ex-member of the Executive Council of the American Federation of Labor has returned from a visit to some fifteen or twenty industrial centers, and has reported to the Government that the rank and file of the labor movement is likely at any moment to forget the discipline of the various international unions and to take the industrial law into its own hands. Apparently this collapse of union morale is due partly to the rapid increase in unemployment and partly, also, to the failure of the National War Labor Board to make awards in hundreds of the cases that have been submitted to it.

As a result of this report upon the possibility of strikes throughout the country, it is said that the Cabinet this week became alarmed, and discussed the wisdom of cabling to President Wilson a suggestion that he take hold of the situation.

Complaints against the failure of the War Labor Board to handle the cases brought to it are increasing. Matters came to a head yesterday, when it was shown that the section of the Board made up of Wilkinson of the United Mine Workers and C. E. Michael, a St. Louis employer, had almost a score of disputes in their care, and none of them ready for award. Some of these cases dated back to last July and August. It is charged that Guerin of the Carpenters and Rickert of the United Garment Workers are taking the same course as Wilkinson and the five employers—slowing up the machinery or stalling it altogether. The complaints are to the effect that if the members of either side of the Board do not want to make awards they ought to quit and come out in public and declare their opposition to this plan of settlement of disputes. Then the workers in any dispute will know where they stand, and will fight their own battles.

The Board has voted to instruct Wilkinson and Michaels to proceed with their cases and to bring in awards.

Delegates from the local unions of the International Union of Mine, Mill and Smelter Workers in the copper camps of Montana, Utah and Arizona have been in conference with the Secretary of Labor, trying to find some way of meeting the unemployment conditions in that industry. Copper production was stimulated, during the war, by fixing the price at 26 cents a pound. The war ended much sooner than the copper profiteers thought would be the case. They promptly began discharging their men, until now some 30,000 or 35,000 of the 125,000 men in the industry have been dismissed. To add to the trouble, great numbers of discharged soldiers have flocked to the copper camps, expecting to find good jobs in the mines. Instead, they finds crowds of idle and resentful men, and discover that the bosses are still reducing their forces.

Thus far, all has been orderly enough. True, the Phelps-Dodge copper combine made an average profit, for the three years before the war, of $7,448,399, and it made a war profit of $21,974, 263, which would have made it possible to set aside $14,500,000 of excess profits with which to meet its taxes and also pay wages this year and next year regardless of the copper market. But that's not business. Anyhow, the National Security League has got quite a lot of those profits, for its "educational campaign" in favor of State Constabulary, compulsory universal military training, and so forth. The vice-president of Phelps-Dodge gave $10,000 to the National Security League on July 12, 1917—a few days after the Phelps-Dodge officials in Bisbee had kidnaped and deported 1,200 miners.

That Arizona end of the copper business is further muddled by Senator Ashurst, who loudly endorsed the Bisbee deportations, but who knows little about the copper market. At a meeting in Baltimore the other night, Ashurst wound up a speech by pledging that he would never endorse the re-opening of trade with Germany. Now copper has dropped to 19 cents, and there is a surplus waiting to be absorbed or exported. Germany, before the war, used to be our biggest buyer of copper. Treasury officials are urging that trade with Germany be restored, so that we can take up the slack in the copper industry. But Ashurst of Arizona is just getting interested, orally, in the war, and until his Phelps-Dodge friends take him in hand the mines in Arizona will continue to lay off men.

An agent of the Government who went to England to study the educational side of the labor movement, and who made a trip to France before returning, is now writing a report on his investigations. He looked into the Labor College, which is maintained in London by two of the biggest trade unions—the South Wales Miners and the Railwaymen—and the Plebs' League, which is the organization of young men who have passed through the one-year course of training in this school for labor organizers. He found that there are thousands of college-trained men in England who are conducting classes of workingmen, two or three nights each week, teaching them economics and working-class history and trade union tactics. There are thousands of these highly trained men in the big industrial centers, constantly talking economics and industrial history and industrial politics to their fellow workers. Upon this basis of labor-movement education the great British labor movement is growing and developing its power. The new system of shop committees, which has been described as a "bloodless revolution" in Britain, is one of the results of the demand of these schooled trade unionists for direct control of shop affairs.

All accounts of the strike in Belfast, in Scotland, in Wales and in London agree upon one point—the national officers of the unions have been defied by the locals or by the shop committees, exactly as has been the case in some of the metal trades strikes in this country. It is not so much industrial unionism as local mass action, brushing aside all jurisdictional lines for the time being. The decision of the Mooney convention to try to secure a nation-wide general strike on July 4 for the release of Mooney and Billings does not follow the example set by the British, because the Mooney strike is to be neither local nor in conflict with the laws of the several international trade unions. Strikes on the British model are threatening, however, in most of the big industrial centers.

Seattle's shipyard strike, with its promise of a general sympathetic walkout, has created a good deal of uneasiness in Government departments here. The plan of Director Piez of the Emergency Fleet Corporation to create a lockout in answer to the strike is not endorsed very warmly. A Seattle shipyard owner, here this week, discussed with friends the possibility of starting a strike in the yards on the Atlantic Coast, to "equalize conditions" and force the Fleet Corporation to find a real solution to the problem in the West. When conditions drift to a danger point, Piez will probably cable to President Wilson for instructions. Meantime the War Labor Board field agents are going to visit the Pacific Coast and report informally on the grievances of the strikers.

At a discussion of what to do in order to eliminate or reduce the rabbit pest in New Zealand, a member of the New Zealand Council of Agriculture mentioned an area in the Auckland district of some 70,000 acres which carried, on a low estimate, 350,000 rabbits. Inasmuch as ten rabbits will eat and destroy as much pasture as would feed one sheep, it was pointed out that these rabbits had destroyed the feed which might have kept 35,000 sheep worth $127,746 a year to the country. Rabbits are being slaughtered by the millions and their skins prepared for export, of which the United States has taken very large numbers during the last year. A large number of rabbits are also being placed in cold storage awaiting shipment to Europe.

THE TRUTH ABOUT RUSSIA.

Despite the tremendous barrage of lying regarding Russia and the alleged instability of the Soviet Government, the truth is beginning to be admitted by the enemies of Russia. Ever since the ascendency of the Soviets to control, correspondents have assured their readers in Allied countries that the fall of the Soviets and their leaders was a matter of only a few weeks. Weeks passed, and the event was postponed to another week, only to be repeated from week to week down to the present moment. The "wish was father to the thought," and there was nothing more substantial to these stories than this wish.

The Paris correspondent of the New York "Times" now admits that the Soviet Government is more firmly planted in Russia than ever, and in this he is confirmed by a "French business man" and a "high official at the Russian Embassy." The Frenchman is quoted as naively saying: "What no one here in France seems to understand is that Bolshevism is based on a new idea—the idea of the supremacy of the under dog—just as the French revolution was based on the idea of the rights of man and democratic freedom from despots. By this idea Bolshevism has a powerful appeal to the masses, to the shiftless and ignorant, to the exploited section of humanity."

Now, it so happens that the French revolution also represented the under dog, but that animal at that time was the nascent capitalist and trading class held down by the old feudal regime. That revolution is glorified to-day. The Russian revolution represents a new under dog, the "masses, the exploited section of humanity," and it is hated by the exploiting classes in all countries. It is true that it has its percentage of the "ignorant," also—ignorant because of lack of opportunity under the capitalist regime. But there are few of the "shiftless" to be found in the Russian revolutionary movement or the Socialist movement anywhere else. These shiftless ones always serve as the shock troops of Tammany, of reactionary intrigue, of capitalist imperialism, just because they are the aimless dregs of society, without aims of their own.

But the truth is seeping through the high wall of censorship surrounding Russia, as this dispatch indicates. We think it the glory of the Russian revolution that it represents the disinherited, the "exploited section of humanity." We believe that it carries a message of more importance to the peoples of the world than any that could be sent to them by the ruling statesmen of any other country.

It also is a matter of rejoicing that it now is being admitted by the enemies of Soviet Russia that the Russian Government is growing stronger and becoming more stable every day. There is additional testimony to this in the numerous statements of interventionists that, if a large army is not sent soon, the Soviet Government will become so strong as to be impregnable. It is an admission that waiting for the expected fall of the Soviets is so much moonshine; that they must be overthrown and policed by foreign armies if they are to be permanently abolished. Revolutionary Russia is vindicated out of the mouths of some of her most irreconcilable enemies, though their strength owes nothing to these sinister forces that have tried everything to restore an old and hated regime.—New York Call.

LINCOLN'S BIRTHDAY.

The anniversary of Abraham Lincoln's birthday on this day (February 12) brings to mind Lincoln's sentiments in regard to labor, and their application at the present time.

Lincoln adhered closely to the idea that industry and intelligent economy form the basis of prosperity. Although his administration offered no such profitable method of saving as the present-day War Savings Stamps and other Government securities, the principles of advancement enunciated by Lincoln could very well be part of the "wise buying," "intelligent saving," and "safe investment" which are the chief features of the Government's 1919 thrift campaign. Lincoln said:

"The prudent penniless beginner in the world labors for wages awhile, saves a surplus with which to buy land or tools for himself, then labors for himself another while, and at length hires another beginner to help him. This is the just and generous and prosperous system which opens the way to all, gives hope to all, and consequent energy to progress and improvement of condition to all."

This was not theorizing. Lincoln was no stranger to labor. It was his closest companion during the greater part of his life, and it is safe to say that he performed well more kinds of hard manual work than falls usually to the lot of man.

When Lincoln was being acclaimed a nominee for President in 1860, the most notable contribution made to the State convention of Illinois was a curious banner composed of two weather-worn fence rails, decorated with bags and streamers, and bearing the inscription:

FOR PRESIDENT IN 1860.

The Rail Candidate

Two rails from a lot of 3,000 made in 1830 by Thos. Hanks and Abe Lincoln—whose father was the first pioneer of Macon County.

Following the storm of applause which greeted the banner, Lincoln arose, and, pointing to the banner, said: "I cannot say whether I made those rails or not, but I am quite sure I have made a great many just as good."

Later on, when Lincoln was in the White House, he always pointed with pride to the days when he did a hired man's work, and told many a story about his rail-splitting, ploughing, lumbering, boating or store keeping. He never failed to pay tribute to that "most important incident in my life, when by honest work, I earned my first dollar."

Lincoln lived in the first half of the nineteenth century, but were he here in the first half of the twentieth, he could not more fittingly interpret the personal and patriotic need for industry, frugality and investment in profitable War Savings Stamps and Liberty Bonds than by repeating:

"What is that we hold most dear? Our own liberty and prosperity."

COMPENSATION MAKES GAINS.

Despite severe competition by private casualty companies, the California state insurance fund for workmen's compensation has made conspicuous gains during the past year, according to the annual report just issued by the State Industrial Accident Commission.

The State fund shows an increase of about 80 per cent over the business of 1917. It then wrote 24 per cent. of California's total compensation business, or $1,300,000 in premium income, while the estimated premium income for 1918 is $2,500,000.

The expense ratio of the State fund, exclusive of the 2 per cent. tax, has been reduced from 15 per cent. in 1915 to 10 per cent. in 1918, and to date a total of $578,000 has been refunded to policy-holders in dividends. The average expense ratio of commercial companies throughout the United States is 40 per cent.

This showing is stimulating the demand, voiced by organized labor in eighteen States, for the complete exclusion of private companies from the field of workmen's compensation business. Recent experiences in States having exclusive State funds for workmen's insurance, notably in Ohio, it is being pointed out, has proved that millions of dollars are saved each year in industry and that more liberal benefits are made possible for injured workers and their families when private profits are forbidden in casualty insurance.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

try. They have proved themselves in government. Is it not reasonable to suppose that they will prove equally applicable to industry?

Labor can not longer be regarded as a commodity, which, like rubber and wheat, can be stored on the shelf or in the bin in slack season for times of greater demand. Working men and women are living souls—hungry in times of famine as in times of plenty—and they have come to realize that they are souls, and not merchandise, and must be treated accordingly.

"Every business must in times of plenty provide an insurance fund for times of famine, and every business must govern all of its members by the consent of the governed."

Fears More Profiteering.

Testifying before a Senate Committee, Walter L. Fisher declared that "prices would bump the ceiling" when the Food Administration ceases to function, if the Government does not take from the packers control of the private cars, stock yards and terminal refrigerator plants. The witness appeared as attorney for a live stock association. He said that the extreme profiteering would not only raise prices for the consumer but it would reduce production as stock raisers would hasten to sell even breeding animals to get a share of the temporary high prices.

Active in Minnesota.

The executive council of the Minnesota State Federation of Labor has mapped out a program of vigorous activity, which includes the following:

Every effort should be made to secure State controlled compensation insurance in this State and the chairman of the Ohio State Industrial Commission will be asked to address the Minnesota Legislature on the operation of State insurance there.

Organize employes of the steel trust on the Mesaba ore range.

Co-operate with all forces in the State who stand for better government, and confer with employers on labor legislation.

Government ownership of railroads, telegraph and telephones was endorsed.

Duncan Favors Unity.

James Duncan, President of the Granite Cutters' International Association and First Vice President of the American Federation of Labor, declares for an amalgamation of the stone trades unions in the current issue of the Stone Cutters' Journal. He says "there can be no question" but that this course is advisable.

Many viewpoints are being expressed by organized stone cutters on this question and President Duncan says these details would entail endless argument. He says the one queston before the membership is, "Shall we amalgamate?" and that "all of the other side issues raised by the granite cutters are for future determination, should the membership of the stone trades first decide to amalgamate."

It must not be assumed that the child who receives its only education while tending a machine will necessarily develop a machine-like obedience to driving power.

STABILITY.

Reconstruction to be effective must be based upon sound economic facts.

Briefly, that is the position of the United States Department of Labor in promoting building, an industry that was stopped during the war, one that is necessary to the progress of the country, adding to its wealth and its taxable resources. Every new building erected helps society in various ways. When carried on in a large way—nationally, for instance—the building industry sets in motion all other industries. Thus at this time it is the chief naural source for the useful employment of the labor which during the war was engaged in war work and presents means for absorbing the soldiers mustered out of the nation's service.

Building, then, besides being useful, necessary and beneficial, in a measure assumes a patriotic aspect. Love of country means more than mere shouting for victory, cheering heroes and saluting the flag. It means work for the good of the country, for the peace and prosperity of the people and for the maintenance of order.

These conditions cannot prevail if the people are idle. Idleness will produce industrial unrest; that, in turn, will arouse discontent, and discontent breeds revolution.

Revolution wipes out order, reason, reverence, sentiment—everything that is sacred falls before revolution. The goal of revolution is attained at that point when its fury is spent. There it stops. Out of its debris may come good, may rise some noble principle, may develop a great power exercised with benevolence. But that no man can direct, for revolution is not to be controlled. It surges, sways, sweeps on without heed of the sorrow, the hardships, the suffering that is left in the path of the storm.

Revolution is a human cyclone propelled by madness.

Hunger and misery are the parents of revolution, but when hunger is appeased and misery assuaged they cannot check their wayward child. Revolution destroys. It is irresponsible because it recognizes no authority.

The power of the people lies in order, in generous consideration, in sympathetic understanding and in conservative action. A nation built upon these principles is fortified against revolution. They are the forces which arrest destruction. Industry sustains them.

Reconstruction, then, must be founded upon industry.

Employment of men merely to give them something to do without producing things that will be useful or without adding to the world's wealth is wasteful.

Building supplies the means for the useful exercise of industry, adding to the wealth of the world and bringing happiness to the people.

The Department of Labor has chosen wisely its road to prosperity. The nation will profit by its foresight.

Exemption was granted in England to a man named Beardsley, who is the owner, manager, and only employee of a coal mine near Matlock. He mines twenty to twenty-five tons of coal weekly, and last year his output was 1000 tons.

Demand the union label upon all purchases!

TRADE WARS.

In 1888 France and Italy engaged in a trade war. For two years each country applied retaliatory duties against the other, and then for eight years further each country applied its maximum duties to imports from the other. Both suffered seriously. By the end of the decade Italian imports to France had declined 57 per cent., and French exports to Italy showed a decrease of fully 50 per cent.

More serious was the trade war between France and Switzerland in the early 'nineties. This war lasted for two and a half years. France applied to Swiss goods her maximum rates, which were approximately 40 per cent. higher than her minimum rates. Switzerland in turn applied to French goods punitive duties ranging upward to 150 per cent. The Swiss also, by changes in railway rates, assisted in diverting their Marseilles business to Genoa, their Havre and Dunkirk trade to Antwerp and Rotterdam, and the whole of their transatlantic silk trade to England via Belgium and Holland. In addition they canceled their literary convention with France, which meant not only a serious financial loss to her, but the diminishing of French cultural influence, to the advantage of German thought and literature.

France's losses in this trade war were heavy. The diversion of Swiss commerce to other countries lost to her millions of francs in railway receipts, ocean freight, and commissions. Austria, Italy and the United States gained at her expense in the sugar trade; Spain in the wine trade; Italy in the silk trade; Germany and Belgium in metal goods; and the United States in leather. Germany received half of the trade lost by France in ready-made clothing and one-third of that lost in woolen goods. Not until seven years after the close of the trade war did French exports to Switzerland equal again the exports of the normal years before the trade war.

History is conclusively against trade wars. Insofar as the Paris resolutions and the plans for the economic union of Central Europe provide for the use of the economic weapon as a war measure, they are legitimate supplements to military operations. It is when they go beyond this and contemplate organized trade warfare after peace is declared that they become dangerous. The very conception of such plans has made it clear that the military struggle must go on to a point where all problems can be settled at the peace conference. They constitute a warning against an inconclusive peace. They lead to the conviction that a permanent peace can be achieved only after a decision in the field. If we can look forward only to a bitter trade conflict after hostilities cease, with the Allies on one side and the central empires on the other, we may expect that conflict to culminate in a second world war.—William S. Culbertson, in the Century Magazine.

The early closing of stores makes for the earlier opening of the rational era in the lives of the store workers.

The reduction of the hours of labor increases production by virtue of the law that demand increases supply.

RIGHTS OF INJURED SEAMAN.

(Continued from Page 7.)

or treatment at the Long Island College Hospital. And it is said by him that he demanded of the captain of the steamship that he be sent to a hospital for treatment. His demand or request that he be sent to a hopsital does not necessarily require that the captain should grant it, because a captain is charged with the responsibility of carrying on his vessel in the interest of the commerce of the country, and in the interest of the owners, and he is only required to do what a reasonably prudent man would have done under all the circumstances So in this case concededly this man asked the captain at Barbadoes if he might go to a hospital. The question for you to determine is whether or not the captain acted as a reasonably prudent man in not sending this man to the hospital at Barbadoes. or when they got to South America. The testimony shows that this ship made half a dozen calls at different ports in Brazil, and the plaintiff claims that he then requested to be sent to a hospital. At any rate he did not go to the hospital. And it is assigned here as a reason for not sending him to the hospital that the British Consul advised, in one instance, that it would be extremely dangerous for him to remain in that port. Upon all the testimony it comes back to the proposition which I laid down to you before: Did those in charge of the ship discharge their full duty towards the plaintiff? If you find that they did. that ends the case, and your verdict would be for the defendant. If you find that they did not, you will then seek to determine just what pain this man suffered. You understand that you cannot pay him for the injury which he suffered by reason of the fall, or any injury which he suffered if he had had the treatment, say for instance of an X-ray, or suffering which he had in the regular course, had this fracture been properly diagnosed and treated, from the beginning. but all you may pay him for is the unnecessary and the continuing suffering which he had as a result of the failure of those in charge of the steamship to send him to a hospital for examination. There is no direct testimony here that there was an X-ray apparatus at Barbadoes or at any of the hospitals in the South American ports. but you heard the testimony of the Doctor that they are in general use, and it is for you to say, whether or not one could have been found in those hospitals, and an X-ray taken of this man's arm, so as to disclose the exact condition. I will leave that for you to determine.

If you find that the plaintiff is entitled to a recovery, you come to the question which is somewhat difficult of solution, because it is pretty hard to say just what pain and suffering was caused to this man, or in other words, what unnecessary or continuing pain he suffered because of the failure of the captain to do his duty. You have heard the testimony what the doctors say about it, you know the condition of his arm during all this time, and you should be able to determine just what it was. When you determine that, you will pay this man such a sum of money as he is entitled to.

You are not to be influenced in this action by anything that has been said about this defendant being a corporation or that the plaintiff has certain rights. We recognize the rights of the plaintiff, and of course, at the same time, we recognize the rights of the defendant. When we come to the point that cases are to be decided upon sympathy, or upon any such talk as was made to you by the plaintiff's counsel in this case, then we get into a very dangerous situation because when we come to the time that cases cannot be decided fairly and squarely as between an individual and a corporation, or between one individual and another, without regard to sympathy or prejudice, I say when that times comes. it is a very dangerous place for us to live, and I should not want to be here, and I don't want you gentlemen to be biased or influenced in the slightest by any such talk as that.

You are just as much a part of this court as I am, and it is just as much your duty to decide this case, and all other cases, upon the testimony, free from any outside influence, as it is for me to discharge any official duty which may develop upon my shoulders.

Our law says that the burden is upon the plaintiff to prove, by fair preponderance of the evidence, that is believable evidence, which weighs down in his favor, first, that there was a failure of duty on the part of those in charge of the ship, and, secondly, that there was unnecessary or continuing pain suffered and endured by the plaintiff as a result of that failure.

All we are interested in here is to have you render a fair verdict as between these parties, and say by your verdict where the justice and the truth lies as between them.

By Mr. Axtell: I want to take an exception to your Honor's remarks to the plaintiff's counsel, during the summing-up of this case, cutting in on my time.

The Court: What do you mean by that?

By Mr. Axtell: I had two minutes to go, according to Mr. Hewitt's time, when your Honor said, "Let me address the jury." I hadn't finished

The Court: I hardly know how to characterize such a statement as that, because you know it is false. I did not fix your time or limit your time.

By Mr. Hewitt: Your Honor said we could have unlimited time.

By Mr. Axtell: The record shows the jury are re-called.

The Court: Let the record further show that what the Court referred to in its charge was a statement made by you that this defendant was a large Steamship Company owning millions of steamships, and that this man was a poor, plain man, having nothing but his body, and he was seeking his rights. That is what you said.

By Mr. Axtell: That is not the portion of your Honor's charge that I except to.

The Court: That is the portion that I referred to.

By Mr. Axtell: At the end of my address your Honor cut me short, and did not permit me to finish my address to the jury. On that ground I except.

The Court: That is a false statement.

By Mr. Axtell: I ask the Court to charge the jury that the plaintiff can recover damages and indemnity for any extra pain and suffering that may have been caused to him through cruel and inhuman treatment on the part of the master of the ship by reason of the said master or officers requiring him to perform work which he was not in fit physical condition to do.

The Court: If they acted as reasonably prudent men would have acted, I so charge.

By Mr. Axtell: I ask the Court to further charge the jury that the master of the vessel, and the officers, were there acting for the master, or any other person to whom he delegates his power and authority or duty, represents the owner in its duty to furnish to an injured seaman prompt and proper medical care and attention, or hospital services, if required and that the owner must respond in damages for any neglect of that duty upon his part.

The Court: That may be true as an abstract or general proposition, but it does not cover the facts in this case as finally submitted to the jury, and I refuse to charge in the language of the request.

By Mr. Axtell: Exception.

ARE WAGES A GIFT?

(By James M. Lynch.)

"There is no gratitude in them." This assertion was recently made by a manufacturer discussing his employes. "I voluntarily raised one man's wages; he had been with me for years at the same weekly rate, and I made the increase on my own motion, without request from him. Going through the factory the other day, I was stopped by this man. Of course, I thought he wanted to thank me. Nothing of the kind: he told me the increase was not enough. I tell you, there is no gratitude in them, no matter what you do for them."

This set me thinking. What prompted the employe to express for the first time in years his wage aspirations? Did the unsolicited and long-deferred increase in wages break the bonds of fear that economic isolation brings to the unorganized wage earner? Was there the sudden outburst of pent-up resentment against a condition of servitude that precluded any voice, direct or indirect, in the sale of labor and time?

Gratitude may be unfettered or slavish; it may be the natural expression of a free wage earner, or the hypocritical and expectant fawning of the unorganized toiler protected only by his mythical if legal "right of contract." Organized wage earners are self-reliantly grateful; they are appreciative of their hard-won right of collective bargaining; they are conscious of their gains through mass action.

To organized toilers wages are not a gift.

Beer is believed to be one of the most ancient of drinks. Manuscripts written at least 3000 years before the Christian era show conclusively that even at that primitive period the manufacture of an intoxicating liquor from barley or other grain was extensively carried on in Europe.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

To correct such contradictory laws as exist in Texas and other places, where a mother's pension law enables children to attend school up to 16, while educational laws permit them to leave school at 12, seventeen States of the Union, the National Child Labor Committee announces, are taking steps for the codification of all child labor laws in unity with each other.

President Wilson has signed the bill empowering departmental heads to provide transportation home for discharged war employees. The bill was passed by Congress and then forwarded to France for the President's signature. Many officials have taken it for granted that the President would sign the bill and have been carrying out the purposes of the act before it became a law.

The Brotherhood Railway Car Men of America reports a membership of 173,235 on the first of the year. "Ours is the largest railroad organization in America." said President Ryan, who declares the car men "have just struck their stride." "We have raised wages, shortened hours, improved conditions and developed a lasting trade union morale among the men in our calling," he said.

According to reports of the National Child Labor Committee, there has been a vast increase in the labor of children under 14 years of age during the past two years, and they call attention to the fact that it will be harder for boys and girls to go back to school than it was to leave school for industry. Even if the situation assumes a pre-war status there would still be at least two million child-workers in America.

Prohibition of immigration for four years after the war, except natives from Cuba, Mexico, Canada and Newfoundland, has been agreed to by the House immigration committee. The American Federation of Labor supported the measure on the theory of "America first," and that there are a sufficient number of foreigners in this country that should be assimilated. The present labor surplus was also used with effect by the trade unionists and other advocates of this measure.

The appointment of Miss Ethel E. Tulloch of San Diego, California, as fifth vice-president of the National Federation of Post Office Employees, is announced by the Federation from its national headquarters in Washington. This is the first time in the history of the postal employees' organization in America that a woman has been made a member of a governing board, and this appointment comes as recognition of the increasing number of women who have entered the postal service in recent months.

Wage increases of 5 and 10 per cent. to all employes of telegraph systems under Government control have been announced by Postmaster General Burleson. The 5 per cent. applies to employes who have been in the service continuously for six months and not more than one and one-half years. The 10 per cent. applies to employes who have been in the service continuously for more than one and one-half years. These rates shall not apply to premium rates nor to premium earnings and the advance cannot raise wages more than $200 a month.

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Ellison, John E.
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Giardal, Soren
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Gronberg, Theodore
Grue, Olliver
Gullipsen, G. S.
Gustavsson, Axel
Gronseth, Johan
Gittler, Karl
Gran, A. -1116
Hansen, Siguard H.
Hein, John
Holmstrom, Harry
Houston, Bobert
Hvid, H. P.
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Johnsen, Angell
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Jensen, Hans
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INFORMATION WANTED.

Members of the crew of the steam schooner "Florence Olsen" who signed articles at New York on September 15, 1918, for a voyage to Central America and return, and who were on board said schooner at the time she salved the steam schooner "Claremont" near the Tucker Islands, off the coast of Nicaragua, on October 31, 1918, and towed her into Christobal, will kindly communicate with Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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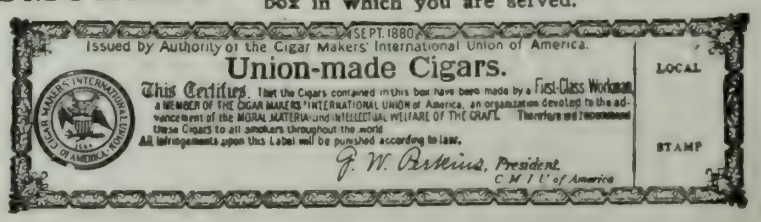

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Anderson, Martin	Knofsky, E. W.
Anderson, Albert	Kulik, John
Anderson, C.	Laatzen, Hugo
Ahren, Wm. J.	Lackey, C.
Backman, Peter W.	Larsen, C. J.
Bjork, Rudolf -2206	Larsen, Carl C.
Bohm, Franz	Larsen, Hans
Brandt, Arvid	Miller, Harry
Brandt, L. J.	Mikkelsen, Harry
Buckley, Edw. A.	Mattsen, S. H.
Carlson, Carl G.	Murphy, Francis Leo
Christensen, H. P.	Muller, Robt. R. O.
Christensen, Einar	Nordman, Alek
Clifford, Patrick	Nielsen, Jens
Danielsen, Eric	Nilsen, Chas.
Dahl, Ludwig J.	Nogat, E. G.
Doehring, Otto	Nelson, A. S.
Eikland, Ole	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Olsen, Kristian
Guthrie, V. A.	Pope, Herbert
Geiger, Joe	Powell, H. A.
Graaf, John D.	Paulsson, Herman
Haikka, T.	Peterson, Frank A.
Kangasniumi, E.	Petersen, Anton -1675
Henriksen, Henrik G. V.	Petter, G.
Hoffmeister, M. A.	Rensmand, Robert
Harding, Ellis	Ruisgaard, Soren
Hartman, Fritz	Richter, N.
Henricksen, Christian G.	Rosenblad, B.
Halligan, Thomas	Siebert, Gust
Hauschild, B.	Sprog, John M.
Johansson, Charles -2407	Swanson, Fread
Johnson, Karl	Swanson, Ernest
Jorgenson, Earl	Swenson, C. E.
Jensen, H. T.	Tonnisen, P.
Johansen, Johan	Thompson, Walter S.
Johnson, Emil P.	Thoresen, Ingwald
Jespersen, Martin	Tuhkanen, Johan J.
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Home News

Senator Lawrence Y. Sherman of Illinois, Republican, intends to retire from public life when his present term in the Senate expires March 3, 1921. Senator Sherman's health, particularly an increasing deafness, is understood to be the reason for his decision.

Josephus Daniels' "biggest Navy" program was bitterly attacked by Senator Borah, who charged that, while in theory the Government has great plans for universal peace and brotherhood, "in practice it still apparently is following the rules of kings and autocrats."

The name of the next war loan will be "the Victory Liberty Loan," Secretary Glass has announced. The exact date in the spring when it is to be floated has not been fixed. The honor flag of the loan will bear a blue "V" on a white field surrounded by a red border, the "V" indicating both five and victory.

There is no immediate hope of an appreciable reduction of food prices, according to Sylvan L. Stix, president of the Wholesale Grocers' Association, in addressing the annual convention of that body. Stix declared food prices probably will never revert to the old standard. One reason was the increased production of gold.

Pleas to Congress for Government economy are threatening the administration's large naval program. Several big fleet advocates on the House Naval Committee are wavering because of letters from constituents who oppose extensive naval construction on the sole ground that it would increase the already large federal taxes.

Financial losses and in some cases, ruin for telephone companies, was predicted by W. H. Lamar, solicitor of the Postoffice Department and member of the Wire Control Committee, unless Government operation of the wire systems was extended for at least two or three years to permit a general reconstruction of rates and restoration of normal conditions.

A national congress for a league of nations will be held during February under the auspices of the League to Enforce Peace and its State branches. The congress will consist of nine conventions to be held in nine cities. The Pacific Coast congress will be held in San Francisco February 19 and 20. William H. Taft, president of the league, will preside and speak at each convention.

Lewis B. Franklin, director of war loan organization for the United States, while in San Francisco said the coming Liberty Victory Loan will be the last. Although the rate of interest and exemption features of the loan are not known, Franklin said it is generally agreed that the bonds will be of short maturity and that the size of the loan will be as large as the fourth which was for $6,000,000,000.

Vilhjalmar Stefansson, the Norwegian Arctic explorer, was awarded the Hubbard gold medal by the National Geographic Society for his achievements during the last five and a half years in which he reduced the unknown Polar regions of the Western Hemisphere by approximately 100,000 square miles. His was the largest contribution to the geography of hitherto unknown areas for many years.

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Every day you hear instructions in regards to precautions to be taken in order to ward off the dreaded Spanish Influenza, also as to what to do if the Flu has already attacked your system.

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Domestic and Naval

Fifteen hundred Mare Island sailors have been ordered East to help man German ships which will be used as transports to return American troops from France. Recruits will replace the men leaving the island.

Supercargoes will be recruited by the Navy Department for duty aboard all Government-owned vessels of the merchant marine. The officers will report to the Shipping Board the performance of each vessel on each voyage.

The Chicago, Rock Island & Pacific Railway Company has acquired a half interest in the Trinity & Brazos Valley Railway. The transaction involves the payment of approximately $4,000,000 by the Rock Island, which will have a permanent outlet to the Gulf ports.

The American Bridge Company has received an order from the United States Railroad Administration for twenty-five all-steel barges, to be operated on the Mississippi River between St. Louis and New Orleans. The specifications call for barges 230x45x11 feet, with a capacity of 1400 tons on 7 feet draft.

Under an executive order signed by the President, January 7, 1919, vessels purchased by the Navy during the war may be sold to their former owners at their appraised value. Should the former owners not desire to regain possession of their vessels or decline to pay the appraised value, it is directed that the vessels be advertised for sale by auction.

According to a report from Norfolk, Va., the Norfolk Hampton Roads Dry Dock and Ship Repair Corporation will install a shipyard at Lamberts Point on a tract of 160 acres, of which forty acres is on high ground. There will be a water frontage of 2900 feet. It is said that work will begin before March 1 and is expected to be completed by September. The plans contemplate two floating dry docks and the total capital investment will be about $7,500,000.

Orders have been issued to the higher naval officers making important assignments among which are: Vice-Admiral Henry B. Wilson, to command squadron 4, division H, Atlantic fleet; Rear-Admiral Wm. R. Shoemaker, to command division 3, Atlantic fleet; Rear-Admiral Harry Huse, to command training of the Atlantic fleet; Rear-Admiral Chas. P. Plunkett, to command destroyer force and flotilla No. 1; Rear-Admiral Alexander Halstead, to command naval forces in France; Capt. Edw. L. Beach, to be commandant of Mare Island Navy Yard.

According to a statement made by Mr. Charles Piez, Vice-President of the Emergency Fleet Corporation, before the Senate Committee on Commerce last week, the cost of construction of the first Hog Island ship was $2,427,000, which works out at about $323.60 per ton deadweight, as the "Quisconck" has a capacity of 7500 tons deadweight. These figures are believed in shipbuilding circles to be below the actual cost, and estimates made by practical men in touch with the conditions which existed at Hog Island before the signing of the armistice vary all the way between $350 and $400 per ton deadweight.

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Anderson, Christian
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Carlson, H.
Carlson, Oscar
Chilcott, Geo.
Christensen, Lauritz
Carlson, Louis
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Dahlquist, Ernest
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Deswert, William
Duiwenboden, W.
Duncan, H.
Ericson, Ludv.
Eriksen, Guttorm
Eriksen, Peder C.
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Everett, W. J.
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Falk, Axel
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Hansen, Hartw.
Hansen, H. M.
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Hardman, L. L.
Holmstrom, C. A.
Holmstrom, D. B.
Hughes, L. W.
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Isaksson, Karl
Johanson, J. -880
Johnson, A. B.
Jensen, H. -2125
Jensen, Jens
Jensen, Lorentz
Jensen, Harry
Jessen, Carl
Johannessen, Karl
Johnson, Sam
Johnston, E. M.
Johnstone, J.
Jonsot, P. W.
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Kallanen, M. J.
Karlsson, August
Kjedberg, A. C.
Karman, Wm. B.
Kassick, Christof.
Katchorin, Jacob
Kennedy, J. R.
Kjarstad, Elias
Klausen, Ludvik
Knoop, J.
Knoph, Lewis
Koppel, Karl
Koskinen, W. A.
Kristoffersen, Gunvald
Kruse, Chas.
Kuzen, E.
Lanke, Nick
Larsen, Alf
Larsen, Finwald
Larsen, Herman
Larson, C. A.
Larsson, Herbert
Larsson, Ragnar
Lass, John
Lebarron, Mk.
Leek, W.
Lindblad, Gust.
Lindgvist, Chas.
Linsner, P. K.
Littenen, A.
Lohr, Emar F.
Lohrman, Eddy
Ludvigsen, L.
Lund, Axel
Lund, F.
Lund, John
Lund, Olai
Lunquist, R.
Lyall, D. A.
Madsen, Frode
Madssen, L.
Magnusson, E. W.
Martin, R. M.
Martinsen, M. E.
Mathiesen, L.
Matiasen, L. N.
McCoy, Alton
McDonald, W.
Melgard, R.
Miller, R. E.
Moore, Joseph
Mork, Hj.
Mottensen, -2191
Motter, F. A.
Myers, G. R.
Nannestad, A.
Nelsen, Rangval
Nelson, Emil
Nelson, Hans L.
Nielsen, -1314
Nordbeck, Hj.
Nordbye, Jacob
Nordenby, T.
Nordkvist, K. E.
Norling, Gust
Norman, Harry
Nurmi, W.
Nyberg, Otto
Nilsson, Axel
Nolen, Axel
Nordstrom, E.
Norberg, J. A.
O'Connor, Wm. R.
Olsen, Andrew
Olsen, Arthur
Olsen, Ole E. C.
Olsen, Carl
Olsen, Charley
Olsen, Gus
Olsen, Herbert
Olsen, O. -1325
Olsen, Oswald
Olsen, Peter
Olsson, Albert
Olsson, C. O.
Olsson, C. -1101
Ortman, C.
Osberg, Ansgar
Osorio, Mariano
Overgaard, P.
Pahn, T. L.
Parson, Herman
Paul, R. W.
Paulson, A. Y.
Pedersen, J. A.
Petersen, O. -1561
Peterson, John
Peterson, Knut
Petter, G.
Pettersson, O. -1551
Pettibone, G. R.
Popper, J.
Powell, Patrick
Prestegaard, W.
Price, W. B.
Ramstad, A.
Ranta, Hj.
Rasmussen, Fritz
Rasmussen, Karl V.
Reisgord, Hillman
Repson, Ed.
Rosant, M. K.
Riestock, Hj.
Ringdahl, Ole
Ringdal, Karl
Rinta, K. -1251
Rivera, John
Roalsen, Fred
Ronberg, Kristian
Rosenthal, David
Ross, Geo.
Ruckmich, Anton
Ryan, P.
Ryan, T. J.
Ryger, Harry
Salley, Dave
Satlin, Nils
Salli, Rudolph
Samuelson, Ingw
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Sorensen, K. A.
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Sparling, James
Steffensen, Hans
Stenberg, A.
Stilwell, Lester
Stinessen, H.
Sundberg, K. K.
Swandson, Sigurd
Swanson, J. -2907
Swanson, L. B.
Sweeney, D.
Syversen, Ansgar
Tanman, Robert
Tarlan, H.
Tappel, -1115
Thorsteinssen, S.
Tikka, Waldr
Torjusen, G. -41
Torvik, S.
Townsend, A.
Trovik, Harold
Turning, Einar
Tysk, J. H.
Ulla, C. O.
Unkila, Paul
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Van Hebben, E.
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Vihavainen, Geo.
Walker, James
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Walters, H. R.
Wapper, John
Ward, Joe
Ware, Thomas
Weiss, V. -1360
Westfall, E.
Wexford, Frank
Wickman, P.
Wickman, W.
Wickstrom, Carl
Williams, C.
Williams, Chas.
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Paal, K.	
Peterson, Knut	
Redinger, M.	
Ryger, H. W.	
Sowich, B.	
Tandberg, Einar	
Thorstienssen, S.	
Yeoman, W. E.	

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at earliest convenience.

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INFORMATION WANTED.

Hans Meyer, member of the Sailors' Union of the Pacific, who was last seen in Honolulu, T. H., on Feb. 17, 1914, is inquired for. Any one knowing his whereabouts, please notify Henry Capell, 51 South St., New York N. Y.—5-29-18

Members of the crew of the SS "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City 10-16-18

When making purchases from our advertisers, always mention The Seamen's Journal.

INFORMATION WANTED.

A libel has been filed on behalf of the following officers and members of the crew of the steam-schooner "Florence Olsen" against the owners of the steam-schooner "Claremont" and the owners of the cargo, arising out of the salvage services performed by the "Florence Olsen" to the "Claremont" on or about the 31st day of October, 1918, off the coast of Nicaragua: George Muceneck, E. Kemfield, H. Julius, G. J. Borman, H. Nelson, Thomas C. Baird, S. A. Alm, Gaston Karlson, John Demliz, John Behrin, A. Von Sohendel, H. Hofstra, W. Christiansen, C. Anderson. The members of the crew who have not yet filed their claims with the undersigned can be joined by co-libelants' petition. An adjustment of this salvage claim is expected very shortly and no time should be lost in filing claims. S. B. Axtell, Proctor for Libelants, 1 Broadway, New York City.

Members of the crew of the S. S. "St. Charles," which salvaged the S. S. "Tea" in 1917, who have not yet filed with me their claim for their share of the salvage money, should do so as soon as possible, as the case will come up for trial in a very short time.

ISIDORE A. RABINOW,
Attorney for Seamen.
277 Broadway, Room 401, New York City. 1-1-'19

News from Abroad

The belief is expressed in French official circles that the preliminaries for peace will be finished and ready for submission to the French Chamber between March 15 and March 31.

The municipality of Copenhagen intends to use about 35 acres of the property it owns near the city for the growing of vegetables for their municipal kitchens and other institutions.

London is trying out 100 policewomen, uniformed and assigned to beats as are the men. They are sworn in as constables and their particular duty is to assist others of their sex.

Of the American soldiers taken prisoner by the Germans on the western front only a single one now remains in Germany. He is at Stuttgart, too ill to be removed at present.

All plants employing more than ten hands in Bavaria are closed for lack of coal and the employes are receiving 90 per cent. of their wages from the State. Thousands of soldiers are out of work.

Co-operation in Belgium has made progress in spite of the war. Since 1914 the society "Vorwit" has gained more than 5000 members, and hundreds more would have enrolled if in 1918 "the National Food Committee had allowed persons to choose their baker."

The North German Gazette reports an American syndicate has bought the Schichau shipbuilding yards, one of the most important in Germany, for 100,000,000 marks ($49,000,000). The Schichau works built the famous cruiser-raider "Emden" and the "Hessen Albert."

Fear that Prussia may be able to put through a form of government for new Germany at the coming National Assembly at Weimar which will enable her to dominate the new nation as she dominated the old empire, may lead to a serious division between the delegates from north and south Germany.

Count von Bernstorff denied the charge published in American newspapers that he had financed Francisco Villa's banditry in northern Mexico. "I never in my life had anything to do, directly or indirectly with Villa," he declared. "It is one of the many fake stories invented about me to create anti-German sentiment."

According to reports received from Moscow, the "International Communist Congress" there has decided to convoke the first congress of "a new revolutionary internationale." The Communist Congress, it is stated, has drafted a manifesto setting forth a program based upon the program of the German Spartacus party and the Russian Communist and Bolshevik parties.

There is a notable movement of settlers toward the rich agricultural regions of Mindanao, for the vast expansion in the values of agricultural products brought about by war conditions has given rise to unusual interest in the agricultural possibilities of the Philippines in general and to those of the island of Mindanao in particular, as on that island lies much of the best hemp and copra land of the archipelago. In the occupation of this agricultural land of Davao, the Japanese, in recent years, have led all other nationalities.

With the Wits

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"Somewhat. About twice what she serves would be a half-portion."—Louisville Courier-Journal.

Mrs. Riley—Are yez on callin' terms wid our neighbor?

Mrs. Murphy—Oi am that. She called me a thafe an' Oi called her another.—Boston Transcript.

"Is it very risky going out in a canoe?"

"Not so very," replied the summer girl. "You can get some good practice in a hammock."—Kansas City Journal.

He—Mr. Cadby refused to recognize me to-day. Thinks, I suppose, that I am not his equal.

She—Ridiculous! Of course you are. Why, he's nothing but a conceited idiot.—Boston Transcript.

"You ask for my daughter? What are your prospects, young man? Do you own the house you live in?"

"No, I rent it, but I have five tons of coal in the cellar."

"Take her."—Louisville Courier-Journal.

"Why do you keep referring to Von Ananias? There is no such person mentioned in the Bible."

"I put the 'Von' in myself. The name of the original mendacity expert should be Germanized as much as possible."—Washington Star.

Tommy—Smokin' cigarettes hurts ya. Pop told me so.

Jimmy—Aw, he was jest stringin' ya.

Tommy—No, he wasn't stringin' me, either; he was strappin' me. That's how I know it hurts.—Boston Transcript.

Mabel—That fish looks like trout. I'm very fond of trout. I wonder if it is trout.

Norma—Why don't you ask the chef?

Mabel (to the chef, sweetly)—What kind of fish is that?

Chef—That is fried fish, ma'am.—Judge.

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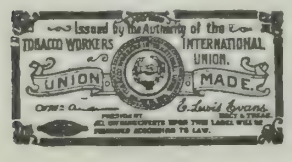

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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WHY "A LEAGUE OF NATIONS"?

Frank P. Walsh Supplies a Logical Answer

Few men in public life have a higher standing among the working people of America than Frank P. Walsh, recently joint chairman of the National War Labor Board.

Mr. Walsh has asked the Journal to help in this greatest crisis of history to marshal public opinion behind America's real purpose in the war. The Journal gladly responds by publishing herewith Mr. Walsh's own views on the subject.

It is obvious that agreements made at the Peace Conference will, for generations to come, vitally affect for good or ill the economic, political and moral wellbeing of mankind. The creation there of a League of Free Nations can alone insure the orderly development of the world and preserve peace. To get such a league President Wilson wisely decided, by personal attendance, to throw his great influence on the side of an unselfish and righteous peace, with a League of Nations to safeguard it perpetually.

A successful League of Nations depends absolutely upon the vigor and enthusiasm put behind the demand by the common citizenship of America. The sad figure of Abraham Lincoln arose on the field of Gettysburg, in the darkest days of our nation, revivified the spirit of American people, and filled their hearts with courage and hope by the declaration that those sacred lives given in defense of the Union had not been sacrificed in vain, but that there was to be a new birth of freedom under God so that a government of the people, by the people and for the people should not perish from the earth.

Might we not to-day, standing at the open graves of the yet unnumbered dead of the American Army in the bosom of beautiful France, likewise declare that their splendid lives were not given in vain, but that the entire world was to have a new birth of freedom under God, so that the blessings of democracy, as breathed into the Declaration of Independence by our forefathers, carried into the Constitution of the United States, and made abiding law by the love, veneration and customs of our people for a century and a half, should be extended to the darkest corners of the earth; that out of the European holocaust should rise a league of nations, inspired by the same ideals, having for its loftiest and most inspirational conception the declaration that there shall be no more autocrats and no more wars.

A few muddled statesmen and timorous Americans are using the words of the immortal Washington to combat this splendid idea of a league of nations, demanding that there be no "entangling alliances" with Europe. Who established any such alliances, as far as this war is concerned? An autocratic power, running wild in a bloody effort for world control, set aside all high ideals and attempted to shatter the finest thought of the modern world.

Hypocritically crying out that they were engaged in a war of defense, the Central Powers violated solemn treaty obligations, assailed with violence unprotected peoples and destroyed countless lives. They set out, in the name of war, upon a system of atrocities viler than anything which had ever yet entered the imagination of the darkest and most despotic minds, became pirates, and worse, upon the high seas, destroyed the lives of innocent men and women, and even infants, and so far as our country is concerned, boldly attempted to enter into negotiations with other countries, to the end that our sacred soil should be invaded, the lives of our people destroyed, and our territory parceled out to victorious vandals.

To prevent this crime, thousands of American lives were offered and billions in treasure poured out, to force victory to the allied arms in Europe.

If this means an "entangling alliance," let any American, in or out of the Congress of the United States, step forward now and say that our country was not right in entering the war.

It is not conceivable that under the guise of a league of nations, an international state can be set up which in a congress, court of arbitration, or any forum whatsoever, could restrain one single ideal, or set aside one principle of America's Declaration of Independence, the Constitution of our country which sprang from it, or the laws, habits and customs of our people, justified by a century and a half of experience, and finding deeper lodgment in the judgment and hearts of mankind than ever before in the history of the world.

With this as a fundamental conception, I say that all the advances in thought of all the nations of the earth; all of our common education, our art, science and literature, mean nothing and we still are as naked savages, with the thinnest veneer of hypocrisy covering our stark ugliness, unless out of this awesome slaughter and bloodshed can come a confraternity of men and women, speaking the unanimous voice of all the peoples of the world, and agreeing upon principles not of internal government nor national statesmanship, nor even international polity, but which shall be based upon the single object—the abolition of war.

I would not essay to speak for workers in America or elsewhere. The mighty problem which confronts Europe, as far as its industrial state is concerned, is a weighty one and still in the seething caldron of agitation and violence. It must be settled quickly and upon the basis of justice, if their forms of civilization are to endure.

That the industrial situation in our own beloved land at the present moment is of monumental concern to the integrity of the very existence of our state, no sane person can deny. But I cannot conceive that we will not weather the storms and that the good old ship will not faithfully sail past the rocks of reconstruction through the channels of equity and justice.

The workers of our nation, with the co-operation of enlightened employers, and, if need be, the firm assistance and hearty co-operation of the States and the nation, will be the exemplar to all the world in happy adjustments of industrial conditions.

The sudden change from a great industrial nation at war, working its prodigious limit in the production of war essentials, to a great, peaceful agricultural and industrial nation, was bound to bring severe shocks. The leaders of our nation, political, professional and scientific, as well as those governing the agencies by which our industrial and commercial life is animated, understand that there must be, but only temporarily I hope, a large body of unemployed. It is vital to the larger hope of the nation, to the peace of the future in industry, that the employers should not permit that situation to depress wages, lengthen hours of labor or to exact working conditions intolerable in the slightest degree. Othewise they will mar the fine adjustments necessary to the carrying on of their own business evenly and profitably.

The wise and broad view will allow labor to keep up its onward march to the plateau of absolute industrial justice. It will speed up the operation of peace industries, which even now are crying aloud for expression, activity and normal life. In a very short while, prudent and far-seeing counsel in industry would find the United States embarked on an era of prosperity, not only for the few but for all, unparalleled in our business life.

The workers, of all others, are interested in a just and effective league of nations, which will insure the abolition of war for all time. The burden of war falls most heavily upon them. They comprise the great masses of the population in all countries. Their children are fed into the horrible maw of the war monster in numbers of colossal immensity. Their property is the first to be destroyed and the last to be restored. From them the blood of sacrifice after war will flow the longest, and upon their wearied shoulders the pains and burden of reconstruction will fall the hardest and be the most enduring.

The workers of America stand as one man for a league of nations which will preserve every American ideal, yet will be strong enough to dictate, by force if need be, good conduct on the part of any participant nation which may hereafter exhibit the hideous war lust. It should teach obedience to principles that will make that nation fit to live as a constituent part of a society refined to a conception of the highest aspirations of a newer and more ideal civilization.

STIRRING UP MEXICO.

The Pan-American Federation of Labor, at a meeting of its advisory committee just held in New York, has launched an attack upon the proposal of United States Senator Ashurst, of Arizona, to purchase part of Mexico from the Mexican Government.

"Senator Ashurst's bill calls for the purchase from Mexico of Lower California and the richest part of Sonora," says the committee's declaration. "This bill is a mere blind to cover other intentions because the Senator well knows that an attempt on the part of any Mexican official or body of officials to sell any part of Mexico to the United States would cause Mexicans to rise in arms."

It was said that Senator Ashurst has oshwn a reckless disregard of the temper of the Mexican people to the scheme. Asked on the floor of the Senate whether this scheme would not result in an uprising by the Mexican people, Senator Ashurst is reported to have answered: "Oh, well, what is one revolution more or less in Mexico?"

The Ashurst bill is viewed by the committee as only one of the indications of a drive by internationally allied capital for the exploitation of weaker nations. The committee, representing the labor organizations of a majority of the Latin American republics, issued a call urging immediate action in order to co-operate effectively with the labor movements of Europe now making a new world for the workers.

The committee declared that "the capitalistic wealth of the world is now concentrating in the United States, and this overwhelming power of private wealth is even now commencing a campaign which, if unchecked, will end in armed intervention in the Latin American republics and the forcing of the workers of the republics into war.

"Mexico is the first point of attack and, as all Latin America knows, what is done to Mexico will eventually be done to all Latin America.

"In the Congress of the United States Senator Ashurst's bill calls for the purchase from Mexico of Lower California and the richest part of Sonora. This bill is a mere blind to cover other intentions because the Senator well knows that an attempt on the part of any Mexican official or body of officials to sell any part of Mexico to the United States would cause Mexicans to rise in arms.

"Claims against Mexico for alleged acts during the last revolution are being pushed in the United States Congress, claims from citizens of the United States and England, alone, estimated at a total of three hundred million dollars in gold. Three hundred millions more are the estimated value of the claims for damages against Mexico coming from other foreign nations.

"To purchase the claims of the foreign capitalists now contesting for the petroleum deposits in Mexico—the natural resources of the nation as set forth in the Mexican Constitution and inherited by the nation from the Spanish dominion—it is estimated that Mexico would have to pay the sum of four hundred millions of dollars.

"One billion dollars in claims, the total of all these capitalist demands, the people of Mexico cannot pay, a fact well known to these same capitalists who have another concealed purpose, namely, to force the revision and abrogation of those parts of Mexico's Constitution which proclaim for the workers a national eight-hour day, the right of the workers to organize and strike, the protection of women and children in industry and scores of other labor laws the most liberal yet devised in the Western Hemisphere. These labor laws and those parts of the Mexican Constitution which proclaim the right of the nation to the ownership of petroleum and minerals is a standing menace to the imperialistic plans of the capitalists of the United States who are now working openly for the conquest of Mexico and Latin America by economic pressure, if possible, but by arms if necessary.

"All this is against the welfare and peace of the workers of Pan-America and therefore the advisory committee of the Pan-American Federation of Labor calls upon the representative labor organization of every Pan-American Republic to immediately elect its delegates to the Pan-American Federation of Labor Congress to be held in New York City on July 7, 1919, in order that we may get into communication with them.

"Our brothers of the labor movements in Europe are to-day uniting. A united labor movement of the Western Hemisphere must meet and unite with the labor movement of the Eastern Hemisphere.

"JOHN MURRAY,
"CANUTO A. VARGAS,
"Secretaries of the Pan-American Federation of Labor.

"LUIS N. MORONES,
"Secretary-General of the Confederation Regional Obrera Mexicana."

THE PRESIDENT'S DESK.

The story of President Wilson's desk at the White House is told by a London newspaper. It recalls such a happy little incident in the past relations of the United States and Great Britain that it is quite worth giving once again. In 1852, H. M. S. "Resolute" was sent to the Arctic in search of Franklin, but, getting into difficulties, she was abandoned by her crew. Three years later an American whaler extricated and towed the ship into port. The "Resolute" was then purchased and refitted by the United States Government and sent to England, by President Franklin Pierce, as a token of good-will and friendship.

Some little time afterward, being past service, the "Resolute" was broken up in Plymouth dockyard, and from her timbers Queen Victoria had a desk made, which she sent to President Buchanan as a memorial of "the courtesy and loving kindness" which had prompted his predecessor to send the vessel back to England. The desk has ever since been the one used by successive Presidents of the United States for their official correspondence.

The new courts of law established by the British in the occupied portions of Palestine do all in their power to harmonize their decisions in accordance with the ancient Jewish law. This is especially noticeable in cases of inheritance and wills, where the Jewish law is frequently resorted to in the decision of cases.

THE DOOM OF EMPIRES.

With thrones and crowns in all parts of Europe scattered in the whirlwind of revolution, and other thrones still standing only because the ermined occupants, under the wise guidance of responsible statesmen, have bowed their royal heads to the demands of democracy, it is interesting to run across the words of Colonel Robert Ingersoll, spoken over thirty years ago. "The Doom of Empires" was the theme of Ingersoll's remarks, and he said:

"The traveler standing amid the ruins of ancient cities and empires, seeing on every side the fallen cellar and prostrate wall, asks, Why did these cities fall? Why did these empires crumble? And the ghost of the past, the wisdom of ages, answers: These temples, these palaces, these cities, the ruins of which you stand upon, were built by tyranny and injustice. The hands that built them were unpaid. The back that bore the burdens also bore the marks of the lash. They were built by slaves to satisfy the vanity and ambition of thieves and robbers. For these reasons they are dust.

"Their civilization was a lie. Their laws merely regulated robbery and established theft. They bought and sold the bodies and souls of men, and the mournful wind of desolation, sighing amid their crumbling ruins, is a voice of prophetic warning to those who would repeat the infamous experiment, uttering the great truth: that no nation founded upon slavery either of body or mind can stand.

"When I take into consideration the poverty, the anxiety, the tears, the agony of civilized life, the failure, the withered hopes, the bitter realities, the hunger, the crime, the humiliation and the shame, I am almost forced to say that cannibalism after all is the most merciful form of which man ever lived upon his fellowmen. It is impossible for a man with a good heart to be satisfied with this world as it is now. No man can truly enjoy even what he knows to be his own, knowing that millions of his fellowmen are in misery and want. When we think of the famished we feel that it is almost heartless to eat; to meet the ragged and shivering makes one almost ashamed to be well dressed and warm. One feels as though his heart was as cold as their bodies.

"In a country filled with millions and millions of acres of land waiting to be tilled, where one man can raise the food for hundreds, millions are on the edge of famine. Who can comprehend the stupidity at the bottom of this truth? Is there to be no change? Is the law of supply, invention and science, monopoly and competition, capital and legislation, always to be the enemies of those who toil?

It may be all right to give the devil his due, but it is not all right for a union man to give his money to a non-union employer. Buy union-labeled goods and there will be no non-union employers.

The view of the majority is always right, since it alone can be put into practice. The view of the minority can never be more than a theory incapable of demonstration.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Railroad Piece Work Is Doomed.

Before his retirement, by resignation, from the railroad administration, Director General of Railroads McAdoo ordered all regional directors to discontinue piece work in railroad shops "whenever a substantial majority of the employes desire such a change."

"It is important," continued the Director General, "that this matter be handled without delay or hesitation and with a sympathetic purpose to carry out fully the spirit of these instructions. Please see that all officials concerned are properly and promptly advised so that they may act without delay as occasions arise."

The railroad executive was undoubtedly influenced by the organized shop men's agitation against piece work and is in line with his policy to develop a harmonious spirit among these workers, rather than engender ill feeling between them and the management.

As the matter now stands, piece work will be abolished if the men so elect. Officers of the American Federation of Labor Railway Employes' Department, which represents the shop men, say that piece work will be overwhelmingly rejected, and in some cases unanimously. They base this prediction on the result of a referendum now being taken on this question by the department.

Acting President Jewell and Secretary-Treasurer Scott, of the Railway Employes' Department, both declare that this is one of the biggest gains railroad workers have ever made.

"For twenty-five years," they say, "shop men have opposed piece work. This was behind strikes on the New York Central, Erie, Pennsylvania and numerous other railroads."

The unionists point to their latest victory as additional evidence in favor of trade union organization and continuous agitation.

Employers Develop Bolshevik Spirit.

In answer to a request for "literature or articles to combat bolshevism among workingmen," A. F. of L. Secretary Frank Morrison made this reply:

"The only literature or articles issued from this office are in advocacy of the principles of trade unionism.

"I believe that the principal cause for social unrest in our country is the attitude of conscienceless greed as represented by certain large employers of labor who refuse a living wage, insist on long hours and deny their employes the right to join a lawful organization in an effort to improve their working conditions.

"Nothing can develop a mob spirit in this country quicker than the anti-union attitude of the Steel Trust, for instance. This corporation, through its control of small municipalities in western Pennsylvania, has made free assemblage impossible in these communities by closing every hall to their workers. The same principle is applied by the Steel Trust on the Minnesota iron ore range, in the Northwest lumber industry, and other employers of labor who seem to be guided in social questions by the attitude of so-called 'big business.'

"As force begets force the mob spirit of the employer is met by the mob spirit of the employe. The development of this spirit is logical when it is considered that because these workers are not permitted to act collectively through trade unions they possess no knowledge of the orderly development or the value of public opinion as a remedy for wrongs. This public opinion can only be developed through organization, agitation and education, which the American Federation of Labor so insistently calls for."

His Visit No Small Honor.

"President Wilson represents the world's greatest civilized community," the Manchester Guardian said in commenting on the visit of the American executive to England.

"President Wilson's visit is no small honor," the paper declared. "He represents the world's greatest civilized community. He stands for the might of a great ideal. For a moral purpose which is stronger than armies. His supreme object, his fixed purpose, is turning the victory to the best account.

"We can make the best return for his aid to the alliance by helping. He is a good fighter and has some of the world's big forces with him."

Union Telephone Girl Quits Federal Board.

Miss Julia S. O'Connor of Boston has forwarded to Postmaster-General Burleson her resignation as a member of the committee appointed by him to investigate wages and working conditions of employes of telephone and telegraph companies.

Miss O'Connor is president of the telephone operators' division of the International Brotherhood of Electrical Workers, and in her letter to the postal chief she hits straight from the shoulder in regulation trade union fashion. She informs Mr. Burleson that to retain membership on his committee "would amount to a serious betrayal of the rights and interests of my fellow workers, whom you charged me to represent." She says the committee meetings have been infrequent, it has no avowed policy, its one consistency "has been hostility to the organized telephone and telegraph workers," and that its refusal to avail itself of the information, advice and assistance of the organized workers has reduced it to a condition of impotency.

The Postoffice Department is charged with repudiating agreements and "discrimination is employed that is unparalleled under private control," while low wages are referred to as a "disgraceful exploitation" that should "challenge the concern and attention of all persons interested in American standards of life."

Because the Postoffice Department has not disavowed discrimination and a denial of rights supposed to be enjoyed by citizens employed by the Government, "the odium of this state of affairs," she says,

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The British labor party has been officially recognized as the opposition party in the British House of Commons, and succeeds to all the privileges which that entails.

An agreement has been reached between the leaders of the Swedish Railway Workers' union and the council of direction of the railways, according to which an eight-hour day is installed in all the workshops of the state railways, beginning January 2, 1919.

Chinese laborers who have been employed in munition factories and on public works in Northern France during the war period are being returned to China. This action is taken in order to relieve the serious unemployment situation that now exists. All Chinese workers now in this part of the country will be sent back to China as soon as transportation can be provided.

Although often referred to as a saddler and tanner, Herr Ebert, Germany's socialistic president, is really a journalist. In his early days he was apprenticed to a harnessmaker, but at the age of twenty-one he became the editor of a Socialist newspaper, his articles in which attracted much attention. He is said to be a keen debater and clever parliamentarian, and has great influence among the organized workers of Germany.

The Scottish Conference of the Independent Labor Party, held during the first week in January, decided to organize a daily press of its own throughout Scotland. The Christian Science Monitor reports J. Ramsay MacDonald as saying: "The Labor Party must have a daily press of their own in London, Glasgow and elsewhere." He said that before many weeks they would have a daily paper in London, and he predicted that at the next election they must have 560 instead of 360 candidates, and contest practically every seat in the country. Mr. MacDonald stated that there was city after city in Scotland which the Independent Labor Party would win directly the coalition began to break up, and a little more educational work had been done. The Independent Labor Party has made considerable advance in Scotland since 1910.

There are parts of Australia that are still in the grip of landlordism. A dispatch in the "Maoriland Worker" describes the conditions in these words: "From Tenui to Akitea there is a stretch of country extending over forty miles owned or in the possession of a few men. The class of men they employ is such that the only school now open is at Akitea, and the attendance is ten children. There are stations whose owners will not employ a married man, partly because a married man wants enough wages to keep his family and partly because to accommodate a married man more accommodation will be required. This expense the squatter avoids and herds his men in hovels like swine, building wooden bunks side by side, and, in some cases, to save space, in tiers one above the others. It seems to me that the country which, in the hands of the squatter, cannot support families, should be taken from them and cut up into closer settlement. From Whakataki to Akitea no land has ever seen the plough though much of it, if in the hands of small men, would produce fine crops and give much employment."

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Rasmussen, Robert	Rasmussen, Peter
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Sandbeck, George	Sather, Harold
Sandvik, Harold	Sather, P.
Smith, G. H.	Simonsen, Hans
Smith, Merle	Schuppel, John A.
Walin, Gust.	Tardiff, Geo. H.
Walknopa, Herman	Taylor, T. G.
Wilson, O. K.	

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

San Pedro Letter List

Aalto, Harry	Nurmi, Taini
Albertson, Johannes	Nurn, John A.
Amundsen, Pete	Nyberg, Eric
Andersen, Mr.	Olsen, A. W.
Andree, Ernest -1410	Oman, Chas. V. Olsen, Tollef
Antonsen, N. H.	Ohm, B.
Barney, A. M.	Olsen, Amandus
Bedford, A.	Olsen, Ole W.
Breien, Hans	Olson, Andrew
Brogard, N.	Petersen, K. E. -903
Christoffersen, G.	Peterson, Hugo
Doyle, William	Pelz, Fritz
Eklund, Swen	Petrow, Fred
Ellingson, Billy	Roed, Lief A.
Flotman, G. J.	Rosenthal, Walter
Fosberg, Leonard	Ross, George
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Grunwald, Alois	Rasmussen, T. A.
Grassen, Joe	Sanders, Chas.
Gunerud, Thorvald	Spence, Oswald
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Hammarquist, Gust	Stringer, M.
Harier, Peter	Salo, Oscar
Helin, John	Thompson, Alex S.
Hoek, A.	Thompson, M.
Holmstrom, Fritz	Thornlund, John N.
Iverson, Tom	Terkki, Arthur
Jensen, J.	Thornlund, John N.
Johansen, J. -2314	Wrig, F.
Johansen, Fritz	Warkkala, John
Johansen, N. A. -1604	Williams, Edward Wrig, Claus
Johansen, Fred	Williams, Edward A.
Johanson, John A.	Warkala, John
Johansen, Carl	Zimmerman, F.
Johnsen, John E.	Zunderer, Theo.
Johnson, Ole	Zunderer, Theo (Questionnaires)
Jonassen, Johannes	Berner, Albert
Kristensen, Martin	Christensen, Ole Martin
Larsen, Klaus L.	Doage, Sigvald
Lato, Eley	Holm, Frank
Lechemus, Bill	Johansen, N. A.
Linden, Chas. F.	Johansen, Carl M.
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CLASSIFICATION CARDS.

Doage, Sigvald	Pederson, Carl
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Hansen, Adolph	Tysk, J. H.

Pacific Coast Marine.

The 600-foot tower at the Naval Radio Station at South San Francisho was damaged during the week by fire, caused by a short circuit 300 feet from the ground. Owing to the height of the tower, which is on the summit of a hill, it was impossible to play water on the blaze. Several sailors attached to the station went up into the tower with fire extinguishers, but were driven back by the intense heat. Naval officials say the station's wireless service will be crippled for several months.

Orders were received at Portland, Ore., from the United States Shipping Board to stop work on the last five 9500-ton steel vessels contracted for by the Government and being built in the yards of the G. M. Standifer Construction Corporation. It is expected work later will be ordered continued on some of the vessels when the amount of material on hand is reported upon. Officials of the shipyard believe the Government may intend to have a larger type of carrier built.

Captain E. L. Whitney of Mobile, who has purchased several Pacific Coast sailing ships during the last eighteen months, has returned to San Francisco. The last purchase he contracted for was the "Espada," from the Pacific Freighters Company. The schooner was wrecked two days after the contract. Whitney said he is not anxious to purchase any more ships at present, because he expects the price to drop to nearly a pre-war basis in a short time. He also said that he is quite sure that a number of windjammers soon will adorn the mud of Oakland Creek. Local ship brokers do not agree with him, but the captain said that is because they wish to sell him a vessel.

The San Francisco Chamber of Commerce has gone on record opposing Senate Bill 94, containing provisions for the transfer of the San Francisco water front from the State of California to the City and County of San Francisco. The official statement of position was promulgated by the maritime and harbor affairs committee of the chamber. According to Robert N. Lynch, general manager, the view of the chamber is that charter amendments, in which all interests would be protected, should be made before the Legislature is called upon to act in the premises. In the meantime appropriate amendments could be proposed and adopted for ratification at the same legislative session at which the action could be taken providing for city control.

Following the receipt of advices from Washington that the Shipping Board would establish a school to teach young men foreign and domestic commerce at the Georgetown University, shipping men at San Francisco have suggested to Director of Operations John H. Rosseter that a similar school be established there. Assistant Director of Operations Harold Ebey said that he believed the Pacific Coast should be considered, and, that as Washington is so far away, it would be well to have a department of foreign and domestic commerce established at the University of California. The plan was originated by Rosseter, and suggests the acceptance of the plan utilized in the old days of shipping, when the head office was known as the counting-house and all of the experts of the organization were drafted from the ships.

Captain Robert Dollar has been appointed by the Chinese Government to direct the purchase in this country of more than $10,000,000 worth of machinery, steel products and shipyard supplies needed by China to fulfill her contract for the building of eight freighters for the United States Shipping Board. The vessels, which will have a tonnage of 10,000 each, will cost approximately $2,000,000 each and are being constructed by the Kang Yang Iron and Steel Company, a Chinese Government-owned plant at Shanghai. Contracts for these vessels were signed in Washington last July by representatives of the Shipping Board and by Captain Dollar, who at that time signed on behalf of the Chinese republic. Four keels are to be laid at a time, and the contract calls for delivery of the new ships complete by next December. John A. McGregor, Pacific Coast representative of the Bethlehem Shipbuilding Corporation, Limited, is now in the Orient overseeing details.

Pouring of concrete in the hulls of the two 7500-ton concrete oil tankers at the yards of the Pacific Marine and Construction Company at San Diego was started on February 15. The vessels, the largest concrete craft in the world, will be launched in April. Each of the ships will contain approximately 300,000 square feet of lumber. This takes into account only the timber that actually comes in contact with the concrete. The total amount of reinforcing steel used in each ship is 1600 tons. The ships will be 430 feet in length between perpendiculars, 54 feet beam, and will have an oil-carrying capacity of 70,000 barrels stored in eighteen transverse and longitudinal bulkheads. Between the cofferdam and the forward cargo oil tank will be space for carrying several hundred tons of dry cargo. Propulsion will be furnished by 2800 horsepower triple expansion engines, giving a speed of ten and a half knots an hour. The ships will be completely outfitted at San Diego.

Net earnings of the Matson Navigation Company for 1918, as shown in the annual report submitted at the stockholders' meeting during the past week, were $1,354,736.41. This compares with a net profit for 1917, before Federal taxes, of $2,396,129. The company paid $709,440 in dividends last year, twelve regular monthly and two extra dividends having been distributed. The surplus account for last year makes the following showing: Balance, January 1, 1918, $4,176,073.41; depreciation, disallowed, $197,-934.29; profit and loss, December 31, 1918, $1,354,736.41. Total, $5,728,744.11. All retiring directors and officers, headed by President E. D. Tenny, were re-elected. The balance sheet as of December 31, 1918, shows assets of $15,038,-472, of which sum $4,503,847 is carried as the valuation of the company's seven steamers and four other vessels. Net earnings from operation of these vessels last year amounted to $4,493,717. The balance sheet also shows reserve for taxes amounting to $2,700,000 and a balance to surplus at the end of the year of $4,337,620.

A mysterious wreck of a sailing vessel, believed to be that of the ill-fated bark "Helen W. Almy," which foundered off the Golden Gate during the early Klondike rush, has been located by Captain Young of the Booth fishing trawler "Ithuna." In attempting to raise the huge otter net from the bottom, forty-six fathoms deep, the gear caught in the rigging of the sunken craft and in the bits of wreckage raised it is believed that the identity of the craft has been disclosed. The hulk was found seven and a half miles southeast of Point Reyes and nearly due north of the North Farrallon. The foundering of the "Almy" was one of the grim disasters that attended the rush to the Klondike and resulted in the death of fifty men, including the crew. The vessel had lain in Oakland creek for years and, according to old-timers along the water front, was not fit to go to sea. She was shifted from the mud and liberally daubed with new paint and presented an appearance attractive enough to induce forty goldseekers to engage passage on the 500-ton ship. Despite a terrific storm raging outside, and although the bar was breaking badly, Captain Hogan cleared for Kotsebue Sound, and the next day the waters beyond the Heads revealed that a disaster had overtaken the little craft, which was never heard from again.

The Chinese Six Companies of San Francisco have appointed a committee of two local Chinese merchants to audit the books of the China Mail Steamship Company, in order to settle the controversy between the board of directors, and the minority stockholders, which has thus far resulted in the death of Fong Wing, member of the board of directors. This was announced by Set Bok Sing, the original organizer of the China Mail Steamship Company and a representative of the minority stockholders. The minority stockholders, he says, have sent two white men to the Seattle shipyards to investigate how the money appropriated by the stockholders of the steamship company for the reconstruction of the steamer "Nile," now the "Nanking," was spent. According to Set, the minority stockholders sent the two men north to ascertain if there are any discrepancies between the amounts charged and the amounts paid out. These men, he says, have been in the shipyard at Seattle where the "Nile" had new engines installed and various other repairs made for over three weeks. Set expects them to return within the next two weeks. Their report will be handed to the Chinese Six Companies. The report of the two Chinese who are to audit the books of the steamship company will also be handed to the Six Companies. In case any false entries or discrepancies are found, the directors will have to make good the difference, says Set. Set would not state the amount the minority stockholders believe has been squandered, but said he thought it amounted to nearly a half million dollars.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., Third Floor, California St., near Montgomery. Telephone, Sutter 5807. (Advt.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, FEBRUARY, 19, 1919.

MISPLACED JURISDICTION.

At the beginning of our Government the Merchant Marine was placed under the administative jurisdiction of the Department of the Treasury.

It was then the general belief that the two factors of this industry—the material (the ships) and the personnel (the seamen)—would reach the highest development possible if placed under the administrative head of one department. Under the direction of this department the principles now governing the administration of the Shipping Commissioners Act and the Inspection laws were developed. It is a matter of history that far from realizing the expectation of the country American sea power, up to our entry in the recent war, gradually declined until we were left with comparatively few vessels and fewer seamen.

There have been many administrators; some great, some indifferent; all honest and generally capable. It is the height of folly to charge that our decline in sea power was their fault. Unsound systems fall by gravity and the greatest of men can only delay, but not prevent the downward trend.

The Department of Commerce, formerly the Department of Commerce and Labor, was created to give systematic encouragement to industrial production and to trade. The basic idea of this department is that the two factors in industrial production and trade, the instrumentalities and the personnel, could be brought to the highest point of efficiency under one administrative head. The energies of the Department were naturally exerted to the improvement of tools, methods and organization, to increasing the productive power of the instruments in use, to creating new instruments, all to bring greater efficiency and to cheapen production.

But whatever success was attained in dealing with the instrumentalities, gradually the personnel was neglected and became of minor importance in the view of the department. The personnel suffered. It failed to follow the upward trend. Skill and general efficiency in workmen must follow the improvements in machinery or the improvements to a large extent are wasted.

Upon the entry of our country into the war, now happily concluded, the Shipping Board was created to accelerate the building of and to rehabilitate our Merchant Marine. The success which has attended its building program is unparalleled in the world's history. But while it has concentrated upon this building problem with such success, it is facing failure in the manning of this new fleet.

Except in rare instances and only after long experience does the mind occupied with the mechanical aspects of civilization, comprehend fully the fundamental distinction between the inanimate instruments and the men who operate the instruments, and that the problems of each of these factors must be dealt with in a different spirit. In recognition of this fact the Department of Labor was created.

The duty of the Department of Labor is to stimulate skill, to aid in the distribution of labor and to aid the laborer in obtaining remunerative employment, and finally to see that labor is employed under conditions conducive to safety, health and comfort.

The controlling thought of this department is development of a highly skilled and efficient personnel for all branches of industry. It deals with men. To be successful the department must know and sympathize with the working men; it must gain and keep their confidence. It is the one place in our Government to which the laborers may bring their grievances strong in the faith that they will not be misunderstood, confident of a sympathetic hearing and in any endeavor to right wrongs and compel fair treatment.

The personnel of the merchant marine is in a peculiarly difficult position.

The inspection service acting under the supervision of the Secretary of Commerce is authorized to make rules to see that every steam vessel "is in condition to warrant the belief that she may be used in navigation with safety to life." The local inspectors are charged with the execution of these rules.

This same inspection service is authorized to make rules governing the issuance of licenses to officers, to examine applicants, to grant or withhold licenses, and the execution of these rules is made the duty of these same local inspectors.

It is the duty of these same local inspectors to examine into and report upon accidents and disasters at sea and as part of that duty they are empowered to suspend or revoke the licenses of officers. The presumption is that whenever a vessel is permitted to go to sea it is seaworthy. It has been inspected and has been passed.

The crew on joining the ship may find that the vessel is not seaworthy. Its hull, equipment or personnel may not be what it ought to be; but as it has been formally passed any complaint as to unseaworthiness is equivalent to an accusation against the local inspectors of neglect of duty. It would be passing strange if under such conditions reports or complaints of unseaworthiness were to come in any great number from the personnel. Thus it happens that risks which ought not to be assumed are taken as a matter of course.

When accidents have occurred and it is not clearly shown that such were unavoidable it equally is a matter of course that the personnel of the ships are blamed and punished.

The accident, if not unavoidable, could result only from the neglect of duty either by the inspectors or by the personnel.

Inevitably injustice or what is honestly felt to be injustice occurs, and this in spite of the most conscientious administration of the department. The result is diminution in efficiency in both the personnel and the ships.

A somewhat similar condition attaches to the service of the Shipping Commissioners. These were intended to be employment officers. The Commissioners were to keep a register of seamen. Neither of these purposes have been attained. Such registers would have disclosed the rapid downward trend and a remedy might have been found. If such registers had been kept as the law contemplated, these would have been of very great value to the country during the war.

Shipping Commissioners might be presumed to be in close touch with the men employed and to be informed of facts connected with the vessels, facts which from the peculiar position of the inspectors would not reasonably come to them. But these Commissioners are reporting to the same department as the inspectors, and so the department is not burdened with reports or complaints.

There can be little doubt that these deplorable conditions would gradually pass away if the personnel and the instruments were under the administrative jurisdiction of different departments. Under such a rearrangement one department would automatically stimulate the other and neither of the factors would be neglected. Public interest in both factors would be stimulated, with the result that the understanding of and the interest in the development of real sea power would be materially increased.

"UTOPIAN MOONSHINE"!

That safe, sane and eminently respectable exponent of stand-pat journalism, the San Francisco Chronicle, can barely suppress its righteous indignation at the proposal made to the Paris peace conference "that the seamen of the merchant marine shall be guaranteed the right of leaving their vessels when the same are in a safe harbor."

The Chronicle's wrath is expressed in a typical leave-well-enough-alone editorial with this climax:

> The labor commission seems to have usurped the whole field of the peace conference, and perhaps that is the best guarantee that its wild debates will come to naught. Under the guise of discussing labor interests it has taken in every subject in the gamut of human relations, and some of its recommendations, as the right of sailors to desert their ships at any port, strike at the whole foundations of world commerce. In place of practical proposals our labor delegates have indulged in Utopian moonshine.

So, the right of seamen to quit their jobs when the ship on which they serve is in a safe harbor "strikes at the whole foundation of world commerce"!

How charmingly naive!

With characteristic stupidity the Chronicle, which has the magnificent nerve to label itself "100 per cent. American," blandly ignores these well-known facts:

1. That under the laws of the United States seamen on American ships already enjoy "the right to quit" at home and abroad.

2. That under the laws of the United States seamen on foreign ships have the same priceless privilege when their vessels are in any safe port of the United States.

3. That both the Inter-Allied Labor Conference at London, England, and the

Pan-American Labor Convention at Laredo, Texas, by unanimous vote demanded an extension of that right to the merchant seamen of all countries.

But what does all this amount to when a mossback editor considers "the foundations of world commerce"?

According to the Chronicle's theory, we must have world commerce, and if world commerce can not be had without human slavery, child labor and exploitation of the workers generally, why then we must and shall and will, forever and ever, continue in the same old groove.

It is the same old story. The abject worship of property and property rights; the sacrifice and surrender of all things worth while in order that "world commerce" may survive and flourish.

Our country is the richest on earth. We have only 6 per cent. of the population of the world, and our land area covers only 7 per cent. of the globe area. Yet we produce 25 per cent. of all the wheat grown in the world, 75 per cent. of the corn, 40 per cent. of the iron, 40 per cent. of the coal, and 50 per cent. of the copper.

And because we have all these riches and this great surplus we must have world commerce. And to have world commerce we must enslave those of our workers who carry this surplus to foreign lands!

Such is the logic of American stand-pat journalism. Such is the kind of stuff that is dished out, day after day, by the majority of our country's daily newspapers.

MILES OF LUMBER.

Nearly 400,000,000 feet of yellow pine lumber have been cut and transported by rail and water to shipyards on the Atlantic Coast and the Gulf Coast for construction of wood vessels under the direction of the United States Shipping Board Emergency Fleet Corporation. With this amount of lumber we could span the Atlantic to the French coast —3,000 miles or more—with a bridge floor 25 feet wide and one inch thick and have about 4,000,000 feet of yellow pine to spare. This is only half the story, as it does not include lumber shipped to Pacific Coast shipyards.

These figures are contained in a report filed by the Lumber Department, Supply Division, Emergency Fleet Corporation, in which the Department gave the total lumber requirements for 275 wood ships then in course of construction on the Atlantic and Gulf coasts as approximately 475,000,000 feet, of which 400,000,000 feet, as stated above, have already been cut and delivered. And these, including Pacific Coast shipments to shipyards on that coast, have been made in a little more than a year.

The figures given apply to yellow pine vessels built and building on the Atlantic and Gulf coasts and do not include those on the Pacific Coast which are built of fir. If these are included, the bridge floor from the Atlantic to the French coast could be made 50 feet wide. With the millions of feet of lumber used by the Shipping Board for the construction of tugs and barges added, the bridge floor could be provided with sides 3½ feet high.

The battle cry of "A World Safe For Democracy" was glorious, but now that the battle is over let us not let our battle fires lapse into innocuous desuetude.

THE MOONEY CONGRESS.

A Report on the Transactions of the Recent Chicago Convention Called to Deal with the Mooney Case.

Secretary E. D. Nolan, of the International Workers' Defense League, has furnished the Journal with the following résumé of the recent Chicago Labor Congress on the Mooney case:

The Mooney Labor Congress which convened in Chicago, January the 14th, was in many ways absolutely unique in the history of the American labor movement, or of the world, for that matter.

Called on six weeks' notice, due to the exigencies arising from Governor Stephens' commutation of sentence, it was an appeal to the rank and file of American labor, and the rank and file responded nobly.

In spite of the handicap of the "flu" epidemic and the holidays during which many unions did not meet, 1182 labor bodies responded to the call.

Practically all the large cities in the country were represented by delegates from their respective central bodies.

The corps of newspapermen covering the convention outrivaled in numbers even those attending the national conventions of the dominant political parties.

Be it said, however, that only the papers sympathetic to labor attempted to render a fair and impartial report. The millionaire-owned daily papers were not looking for truth, nor did they attempt to analyze the underlying "motif" of the convention. Most of them were hungry for "stories" which could be twisted into "sensations" that would make the papers sell.

Others, out and out organs of predatory wealth, like the Chicago Tribune, manufactured the most cold-blooded lies with the deliberate intention of obstructing a movement to obtain justice for labor, looking upon it (as it undoubtedly is) as a menace to the privilege of the master class.

The one sweet morsel which the big dailies seized with avidity was furnished by the fact that these delegates from all over the United States represented all phases of the labor movement from the ultra conservative through all shades of liberalism, progressivism to the extreme radical.

The clash of ideas which manifested itself on the floor in the spirited debate between earnest men, expressing themselves vigorously rather than elegantly, was played up by a part of the press as a prelude to forthcoming riots.

The scare headlines worried no one, however, except the riot-squad of the Chicago police, who held vigil for three nights in full accoutrements at the Chicago avenue station in anticipation of riots described in the reportorial dream books.

The mere venders of news could not understand—what so strikingly manifested itself later —that the conflict was not over main issues, but was merely caused by men and women of strong convictions, all anxious to point out what to them seemerd the best way to reach the same goal,—justice for labor. Conservative or radical, on that central issue the convention was an absolute unit.

The main resolution on the Mooney case submitted by the Committee on Resolutions as embodying the best thought of the convention, expressed in twenty-six resolutions dealing with this specific issue, contained three cardinal propositions, to wit:

1. Remedial legislation in California.
2. Appeal to Congress and President for Federal intervention.
3. General strike set for July 4, 1919, if above means fail. Strike to continue till Mooney and Billings are free.

During and after the session of the Mooney Labor Congress, Assemblyman E. S. Hurley of Alameda County, California, a union electrician, introduced two measures in the California Legislature:

1. Bill to investigate Fickert and his methods. Vote pending.
2. Bill to amend statutes to the end that convictions secured through fraud and perjury be reversed. Vote pending.

Thus a campaign for remedial legislation in California has already been inaugurated without cost or worry to the defense forces.

Proposition number two is in the hands of President John Fitzpatrick of the Chicago Federation of Labor; Andrew Furuseth, President of the International Seamen's Union; Alex. Howat of Kansas District, United Mine Workers; J. F. Anderson, International Vice-President Machinists' Union, and Martin Flyzick of Wasington District, United Mine Workers.

It is a powerful committee, both as to the quality of its personnel and the strength of the organizations back of them.

Perhaps they will succeed,—perhaps they will not.

It is a mooted question. But the point is, no body of men with power behind them has hitherto tried to get federal action. If they

(Continued on Page 9.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 17, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium with number of membsers ashore.
The amount of twenty-five dollars was donated to the Oregon State Federation of Labor to be used in organizing Timber Workers.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Feb. 10, 1919.
No meeting; shipping slow; members scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Feb. 10, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 10, 1919.
No meeting. Shipping and prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 10, 1919.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 10, 1919.
Shipping dull; prospects uncertain.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Feb. 10, 1919.
Shipping fair; prospects uncertain.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Feb. 10, 1919.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 3, 1919.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 13, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping improving.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 6, 1919.
Shipping slow.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 6, 1919.
No meeting. Very few members ashore.
JOE MACK, Agent.
P. O. Box 54. Phones Home 115, Sunset 66W

DIED.

Isack Hansen, No. 1525, a native of Norway, age 38. Died at San Francisco, Cal., Feb. 17, 1919.

Murl Lawrence Kelso, No. 1276, a native of Indiana, age 39. Died at San Francisco, Cal., Feb. 15, 1919.

Carl W. Lofgren, No. 797, a native of Sweden, age 41. Died at San Francisco, Cal., Feb. 15, 1919.

Fred E. Roalsen, No. 917, a native of Norway, age 38. Died in the wreck of the S. S. "Temple E. Dorr," Cuba, Jan. 4, 1919.

The United States Shipping Board has canceled contracts for six ships at the Moore (Oakland, Cal.) Shipbuilding plant. They represent a contract price of nearly $13,000,000. The cancelation of these contracts, it was said, was due to strikes and labor conditions in the east bay yards. It was intimated that further cancelations could be expected. The contracts canceled in the Moore yards were as follows: Three 10,000-ton steel oil tankers, at a contract price of $2,400,000 each. Three 9400-ton steel freighters, at a contract price of $1,800,000 each. These cancellations follow the announcement of Charles Piez, director-general of the Shipping Board Emergency Fleet Corporation, that strikes in violation of existing agreements between the shipyards, the Government and the unions would cause the cancellation of contracts in the yards affected. The contracts canceled during the week are for ships whose keels had not been laid.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Government ownership and democratic management of the railways of the United States has been formally demanded of Congress by the spokesmen of two million railway workers. Glenn E. Plumb, general counsel for the four brotherhoods of transportation employes, and Austin B. Garretson, chairman of the brotherhoods' legislative board and head of the Order of Railway Conductors, testified before the Senate Committee on Interstate Commerce that the railroad workers would never approve of the return of the properties to private operation. They declared also that while they would be willing to see the present control extended for five years in order to afford time for the Government to get ready to really operate the roads on a proper basis, certain autocratic policies of the Railroad Administration must be changed in the meanwhile. The chief reform necessary just now is the withdrawal of the McAdoo order that the employes shall not take an active part in politics.

"The railway problem," said Plumb, "presents a social question which can only receive a political solution. . . . The interests of the employes in the ultimate solution, measures by the financial returns to them, far exceed the interests of the security holders. In point of numbers they represent approximately one and a half million voters, with their families and dependents, between five and six million citizens."

Then he suggested that the unfairness of the no-politics order would be clearly recognized if the words "owner of any railroad securities or official of any railway corporation" were put into that order in place of "employe in the railway service of the Uinted States."

"We must vehemently object," he continued, "to being in any way barred from the full participation in the affairs of this Nation, in which we are so vitally interested. If this Government should continue to demand from us our sole and wholehearted allegiance, it must give to us the same protection in our civic and political rights which it gives to others who may have adverse interests in the determination of a political issue. We must have the same opportunity to organize for the accomplishment of a legitimate political end that our adversary enjoys. We must have the same freedom to contribute of our resources to procure legitimate political action, and we must have the same right to select as our representatives in the United States Senate, or any other legislative body, those who share in our convictions and whom we deem best able to give expression to our political beliefs. . . .

"For a government erected by all the people to deny to a class of citizens, that classification depending entirely upon the nature of their employment, the full protection of the civic rights which it was intended that that government should guarantee to all, is to alienate the allegiance of that class and to sow the seeds of discontent, which in due season blossom in anarchy and revolution."

Plumb was asked whether the employees had reached any understanding with the Director General that this no-politics order was to be abolished. He said no formal promise had been given, although he made it evident that the men are disregarding the order, and that they look for its withdrawal.

The reactionary Senators who comprise the majority of the committee were startled at the boldness, the detailed completeness and the logic of the plan for Government ownership and efficient democratic management of the railroads. Under this plan the Government would buy the railway securities, which have decreased in value from $15,027,000,000 in 1912 to $13,700,000,000 in January of 1919. The Government would organize an operating corporation, which would have no capital except its operating ability, and whose board of directors would be chosen as follows: One-third to be elected by the classified employes below the grade of appointed officials; one-third to be elected by the appointed officers and employes; one-third to be appointed by the President of the United States. This board of directors would have power to appoint all officers from president down to the point where employment by classification begins, and to prescribe the conditions of employment and classification of all other employes.

Wage boards and boards of adjustment, similar to those now in operation under the McAdoo arrangement, would be maintained.

This plan, when analyzed, is nothing short of a proposal that the railroad industry be run by the actual railroaders for the whole people of the United States, instead of being run by either business or political aristocrats for the benefit of a few stockholders and the advancement of someone's political fortunes. It takes the property out of politics, and it adds to the political welfare of the country all the mental and moral resources of two million skilled workers. By removing the interest of the idle rich in railroad property it puts an end to the constant poisoning and corruption of public life by the railroad lobby.

John Scott, secretary-treasurer of the Railway Department of the A. F. of L., said to-day that the referendum taken by the fourteen organizations in the Department showed an almost unanimous vote for Government ownership, with a willingness to agree to the five-year preliminary lease of life to the Railroad Administration. However, recent tendencies among high officials in the Railroad Administration are taken by the union men to mean that these officials are going to try to discredit Government control from now on, and the organized men may find it necessary to set aside their former decision for the five-year delay. They want Government ownership. If Railroad Administration policy is to be hostile to Government ownership—and Mr. Hines has testified that he is opposed to it—then the organized labor movement will go straight for its goal.

Exactly as was the case in 1916, when Congress passed the Adamson eight-hour law for the train crews, Congress does not favor what the men demand. But two million votes are not to be hastily cast aside. These Senators are scratching their heads!

For big politics is on tap once more in Washington. Bill Taft is organizing another attempt to get the Republican nomination for the Presidency in 1920. Knox of Pennsylvania, and Harding of Ohio and Hiram Johnson and Borah are also mentioned. Taft is playing the National War Labor Board for all it is worth, in the hope that the labor movement will forget how he fought every interest of the wage workers during the years when he was in public office. Recently he has even tried to make his peace with the prohibitionists, after a lifetime of hostility to their idea. And to catch any stray votes that may help, he is at the same time heading the propaganda of the League to Enforce Peace and making the proposal that some 100,000,000 to 150,000,000 Russians be killed off unless they change their politics.

Knox and Harding are equally anti-labor, while Johnson and Borah, friendly to labor in general, are considered unlikely to get the nomination because they come from States too far West.

The Labor Party agitation has worried the politicians a good deal more than they will admit. You may have noticed that neither Senators Myers, Walsh, King, Thomas, Sherman, Smoot nor any others of the "copper" or "packer" sympathies have talked about this movement, but they have kicked up a great dust about "Bolshevism." On the day that the packers were shown to have been controlling newspapers secretly, by big loans of cash, the special interest crowd in the Senate put through their resolution to investigate the "Bolshevik" activities of a committee composed of Frank P. Walsh, Jane Addams and a half dozen editors of the chief liberal magazines in the country. Thomas of Colorado and Jones of Washington also began to paint the Seattle strike as a sort of red revolution, just when their pet scheme for turning over to private profiteers billions of dollars' worth of Government oil and coal and phosphate lands, including the Cunningham coal claims in Alaska, was being put on greased skids, in secrecy, to get through the House and and Senate. Thomas declared that it was time that old party differences be dropped. He kept off the Labor Party, but his meaning was plain enough.

But here's a new one from Charlie Schwab. He is getting scared again, over in Paris, and he has had his lawyer, Paul Cravath, come before the War Labor Board and withdraw the refusal of his Bethlehem Steel Company to carry out the Board's award. The 20,000 men in the plant are promised that the company will deal with the shop committees they have chosen. They are tired of trickery, and are waiting to be shown. Schwab's change of mind seems to be due to a discovery that President Wilson was outraged by Hunnish treachery, even in the United States, and was going to deal with it.

"If three out of four provision stores to the block could be done away with and the entire trade handled by one store, the cutting off of duplicate plants would reduce cost by a very large percentage."—New York Times.

The union label acts as an educator, organizer and director for the public, thus making the purchaser the intelligent and friendly ally of, instead of the indifferent foe to organized labor.

THE MOONEY CONGRESS.

(Continued from Page 7.)

fail, it is proof conclusive, convincing to men of all shades of opinion within the labor movement, that justice cannot be secured though any governmental agency, and labor must rely on its own power to safeguard itself against capitalist conspiracies.

It was in pursuance of the thought that the "Mooney Case" is a well-defined conspiracy, not alone against the individual Mooney, but against the organized labor movement, that the Committee on Resolutions submitted the second main resolution covering national and international aspects of the case. The committee held that the Mooney case symbolizes the struggle of labor to free itself from industrial autocrats and that the very type of men of Big Business, who are behind Fickert and his crew, are the same who foster wars and maintain race animosities in order to increase their own power and opportunity for exploitations.

Embodied in this resolution, the right of all nations to determine their own mode of living, withdrawal of troops from Russia, and the release of political and industrial prisoners were recommended to the members of the American labor movement and all justice-loving citizens as subjects requiring the utmost effort, in order to preserve the greatest fundamental rights of men and peoples, the basis of all fundamental justice: There is no wrong without a remedy.

To carry out the detailed program, leading up to the climax on July 4th, entailing, as it does, thorough organization work and an intense publicity campaign, the convention recommended a voluntary assessment of 50 cents upon every organized worker.

Many delegates came instructed by their organizations to present to the convention resolutions bearing upon after-the-war reconstruction.

It became apparent early in the proceedings that on this question there was the widest difference of opinion, which would have prolonged the convention far beyond the financial resources of most delegates.

The Committee on Resolutions perforce had to take cognizance of the fact that these resolutions, be they ever so meritorious, were entirely outside of the purpose of the convention call, and, therefore, recommended no action, a recommendation which was adopted by an overwhelming vote. The committee, having been sustained in its recommendation and the object of the convention accomplished, the chair declared the convention adjourned sine die.

Undoubtedly there was some disappointment among those delegates who had expected to take up a reconstruction program. But the great majority of delegates, who were sent to voice their opinion on the "Mooney Case" were thoroughly satisfied with a good job, well done.

We note with great satisfaction the many endorsements of the convention's action. Particularly does it augur well for success when those who failed to have their ideas presented to the convention, now that the smoke of battle has cleared away, show themselves big enough and broad enough to forget differences of opinion for the time being, and are willing to put their shoulders to the wheel to make the 4th of July, 1919, a true day of Declaration of Independence from the tyranny of courts, a tyranny more powerful and far more subtle than that exercised by King George in 1776.

INTERNATIONAL WORKERS DEFENSE LEAGUE.
E D NOLAN, Secretary-Treasurer.

"Where the carefully trained child learns bad manners is a standing mystery to its watchful parents," remarked a speaker at a meeting of a parent-teachers' association recently. "These anxious rearers of the young are often heard propounding this query, but generally without result. Once in a while, however, out of the deep silence comes an illuminating answer. Johnny furnished one just the other day. He had just finished a particularly toothsome dish of apple pudding, which he ate to the last morsel. Then, despite the fact that there was company at the table, he deliberately picked up his saucer and licked it clean. 'Johnny!' exclaimed the mother after a horrified gasp, 'whom did you ever see do a thing like that?' 'Dogs,' replied Johnny."

The union label is an inspiration, a guide-post and a rallying point for the energetic and conscientious women in every community, and for this reason the Woman's Union Label League came into being.

IS MEXICO TO BE NEXT?

Newspaper comment running throughout recent weeks is in the tone of "Mexico next!" The New York Times has an editorial condemning as confiscatory the provisions of the new Mexican Constitution with regard to natural resources, particularly oil deposits. "No time should be lost," says the Times, "in making the Mexican Government understand that titles obtained and granted in good faith must be respected, and that the enforcement of confiscatory legislation will not be endured." The Engineering and Mining Journal comes out with a fine foursquare avowal of Palmerstonism: "Commerce follows the flag, but the flag follows the prospector," and proceeds to talk about two million soldiers, not as a threat, but merely by way of pointing out to Mexico that "the viewpoint of the American public has changed somewhat within the last few years"; and ends with the customary intimation to Mexico that "what we ask her to do is for her own good more than ours." The public will get more and more of this kind of thing in the course of the next few months, and we hope that newspaper readers, while there is yet time, will learn to appraise it at its proper value. In case of disagreement between two governments, the chosen function of the press in most instances is to egg on each of them until the disagreement winds up in a serious collision. This is precisely what the American press is doing—urging on first the Carranza Government and then our own. If the public permits itself to be moved, the press and the interests it speaks for will gain their ends, but not otherwise.—The New York Nation.

WHAT IS A BOLSHEVIKI?

Several of the JOURNAL'S readers have asked for an "authentic" definition of the word Bolsheviki. Here is one quoted verbatim from the War Cyclopedia issued by the Committee on Public Information in Washington:

"Bolsheviki. A Russian word meaning 'belonging to the majority'; originally the left or radical wing of the Russian Social Democratic party. In 1905, at the time when the split in the party occurred, the radicals, led by Nikolai Lenine, were in the majority, or Bolshinstvo, and hence called themselves Maximalists or Bolsheviki, meaning the majority faction. The moderates, similarly, are called Minimalists or Mensheviki. The Social Democratic party is composed mainly of industrial workers. The other great Socialist party of Russia, the Social Revolutionary party, is made up chiefly of peasants. In this party also a division occurred into a more and a less radical wing, and in the summer of 1917 the more radical faction, finding themselves in agreement with Lenine on all points except agrarian policy, adopted the name of Bolsheviki, and began to work for the most part in alliance with their radical brethren of the Social Democratic party against the moderates, or Minimalists, of both old parties."

"It is the province of Law to make it as easy as possible for men to do right and as difficult as possible for them to do wrong."—William E. Gladstone.

LET ABSENT SEAMEN VOTE.

Editor Seamen's Journal:

In enclose copy of letter received from Senator James A. Foley, member of the Senate, State of New York, 14th District, who is chairman of the Legislative Committee of the Democratic Organization. I have contended that seafarers should be furnished with the machinery of voting. Perhaps if you publish Senator Foley's letter the State Legislatures of other coast States will be disposed to take favorable action also in the proposition.

Yours very truly,
S. B. AXTELL.

Dear Mr. Axtell:

I am in receipt of your letter of recent date in reference to extending the right of absentee voting to seamen.

I agree with you that some provision should be made to help them. The policy of our State, however, has been to discourage absentee voting, except in case of war. The Commercial Travelers, for several years, have been trying to get an amendment to the Constitution through, permitting them to register or vote while absent from the State. As you know, it is necessary to pass a Constitutional Amendment to permit such voting.

I will take the matter up, however, with Governor Smith and the chairman of the Judiciary Committee of the Senate, to ascertain if it is possible to initiate legislation to accomplish the purpose you have in mind.

Sincerely your friend,
JAMES A. FOLEY.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

"must rest upon the Postoffice Department."

"No statement on the telephone situation would be honest or complete," she continues, "if it failed to draw the attention of the Postoffice Department to the widespread discontent and unrest that exists among the telephone workers. The Postmaster-General cannot be unaware of this dissatisfaction, since it has expressed itself upon numerous occasions in strikes and threats to strike. The situation is no less acute among the unorganized workers, save that they lack the voice and means of expression which organization brings."

Problems Ahead.

The United States Bureau of Education has issued a special bulletin on America's part in the great war, for circulation in the schools of this country. Special emphasis is given to the importance of the problems of reconstruction. The bulletin says:

"The war has made the world safe for democracy only in the sense that the door has been opened, that the path has been cleared of all obstacles set up by autocratic governments. The establishment of just democracy is still to be accomplished.

"What the war has accomplished is to win for the world the opportunity to work out the problems of democracy unhampered by the forces of autocracy. This task is ours and will extend through the years. Patriotic duty to our country and our obligation to the new world demand that we should work at it now and for years to come with redoubled energy, and with unanimity no less complete than that with which we have waged war."

Heads Labor Board.

The commission on international legislation on labor of the Paris peace conference has unanimously elected Samuel Gompers, president of the A. F. of L., as president.

The commission was appointed by the peace conference and has no official connection with the proposed interallied trade union conference which will be attended by President Gompers and four vice-presidents of the A. F. of L.

President Gompers' colleague on the peace conference commission is Edward N. Hurley, chairman of the United States Shipping Board.

Has Strike "Solution."

Mr. Harry Gordon of New York, announces that the Dress and Waist Manufacturers' Association has a solution for the strike of 35,000 workers being waged by the International Ladies' Garment Workers' Union.

Mr. Gordon said the manufacturers will employ workers who have no union connection and of a type "different from our present class of workers."

There are enough workers, unemployed in this city, due to the abandonment of Government work, he said, to supplant the strikers, "women and men who do not submit to the bolshevistic doctrines which the strikers drink in so readily."

"The new class of help which the manufacturers intend to employ," continues Mr. Gordon, "will be kept permanently. The workers will be carefully selected from the army of unemployed which is at present marching through the streets in this and other cities, and our permanent solution of the great difficulty—the class of help—will have been solved."

Mr. Gordon, it might be stated, is not a manufacturer and knows nothing of the garment industry. He is a hired man—a lawyer. The "bolshevistic doctrines" which he refers to are a demand for the 44-hour work week and a living wage. These demands have been indorsed by A. F. of L. Secretary Frank Morrison in a letter to President Schlesinger of the International Union congratulating the trade unionists on their splendid fight for better conditions.

Up to Old Tricks.

The National Liberal Immigration League has issued a statement against the proposed stoppage of immigration for a period of four years. The league ignores industrial conditions in this country and declares that it "would be wiser to wait until we have a problem before we attempt to solve it."

This league opposed the passage of the present Burnett immigration restriction law in 1915. At that time President Gompers made public a series of sensational documents which showed that the league was financed by large employers of labor, and steamships companies.

The list included the Pittsburgh Coal Company, Susequehanna Coal Company, Carnegie Corporation, Lackawanna Steel Company, Jones & Laughlin Steel Company, Berwind-White Coal Mining Company, Rogers-Brown Iron Company, and other large employers.

Among the documents was a cable to the Hamburg Steamship Line, Hamburg, Germany, in which officers of the league state that they owe $7,000 in salaries, rent, printing, etc., and that "unless we pay immediately we will be sued and put in bankruptcy with disagreeable consequences for all concerned."

In urging large employers to contribute regularly to the support of the league, officers state that "we have to send appeals and communications to some 15,000 influential persons, most of them clergymen."

It was also stated that it is necessary to send to Washington a number of delegations composed of members of various nationalities. The league gives this hint on how delegates were chosen for these junkets:

"But the delegates were not really chosen by bodies of their own nationalities."

Since President Gompers' exposé the league has kept out of public print up to the present time.

Labor Agents Howl.

Private labor agents and employment bureaus throughout the country are trying to put the United States employment service out of business by having Congress refuse to appropriate the necessary maintenance funds. The Government has dealt a hard blow to this meanest of labor exploitation by its no-profit system of supplying labor.

The methods employed by the agents is shown by a circular issued throughout New York State by General Secretary Daly of the Associated Manufacturers and Merchants of the State of New York.

Daly acknowledges that his executive committee and board of directors have not passed on the question, and then declares that "there is a very general impression that the United States employment service should not be continued after the war necessity ceases." He says the service has been a failure, that to continue it would be for the purpose of furnishing jobs to organized labor's business agents and "social welfare folks," and that business men should urge their Senators and Congressmen to vote against any appropriation.

New York State Director Kirchwey of the employment service has protested to the president of the manufacturers' association. He says it is obvious why the private agents oppose the service.

WHO WAS SPARTACUS?

Just as the Russian revolution added the word Bolsheviki to our vocabulary, so the German revolution has produced Spartacus. Most Americans have learned by this time that Bolsheviki is the Russian for "majority," but the derivation of Spartacus, the name given to the Liebknecht group, is little known. The reason for its application to this section of the German revolutionists arose from the fact that the name "Spartacus" was the recognized signature of Karl Liebknecht in his secret communications to his followers in the period preceding the revolution. But the original Spartacus was another revolutionist who, away back in the year 73 B. C., led a revolt of Roman slaves. In those days schools were established in which slaves were trained as gladiators to fight each other in the arenas for the amusement of the "society" people of Rome.

From one of these schools, near Capua, in the year mentioned, there escaped forty-six of these slave-gladiators, among whom was Spartacus. They fortified themselves on the top of Mount Vesuvius. There they were joined by large numbers of escaped slaves. With Spartacus as leader they succeeded in overcoming soldiers sent to recapture them, and getting possession of their arms were able in three battles to defeat others sent in pursuit. This success brought such accessions to their ranks that their number soon reached a hundred thousand. For two years throughout Southern Italy they were completely victorious against the armies of their former masters, until, weakened by racial and other quarrels, they were surrounded and overcome by Roman armies. Spartacus died like a hero, for, though wounded and forced to his knees, he fought on against his foes. The bodies of 5000 of his followers were set up on spikes along the Appian Way as a reminder to all rebellious-minded slaves.

Just to settle the occasional argument—here it is again: Transatlantic steam navigation was inaugurated wth the voyage of the American steamship "Savannah." The first regular transocean service was begun by the British vessel, the "Great Western," which sailed April, 1838.

MERCHANT SHIPS NOW BUILDING IN THE WORLD.

The total number of merchant vessels under construction throughout the world (excluding the Central Powers) on December 31, 1918, according to Lloyd's Register Shipbuilding Returns, was 2,189 ships of 6,921,989 gross tons, or double the largest corresponding tonnage under construction by the world before the war, which was 3,446,890 gross tone in June, 1913.

The details of merchant tonnage under construction on December 31, 1918, were as follows:

Countries.	Steamers and motor vessels.				Sailing vessels.				Total.	
	Steel.		Wood.		Steel.		Wood.			
	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number.	Gross tons.	Number	Gross tons.
United Kingdom	414	1,975,962	2	1,240	8	2,750	———	———	424	1,979,952
Canada:										
Great Lakes	31	62,990	1	2,400	———	———	———	———		
Coast	21	76,666	48	61,139	———	———	47	22,069	195	278,711
Other British Dominions	9	40,402	10	4,858	———	———	28	8,187		
China	6	8,968	1	850	———	———	———	———	7	9,818
Denmark	45	70,258	5	1,770	1	115	———	———	51	72,143
France	12	51,690	———	———	———	———	———	———	12	51,690
Holland	113	212,512	———	———	———	———	———	———	113	212,512
Italy	20	112,300	26	16,500	———	———	10	4,210	56	133,010
Japan	89	257,777	27	20,363	———	———	———	———	116	278,140
Norway	54	62,157	17	5,581	———	———	———	———	71	67,738
Portugal	———	———	2	700	———	———	34	14,420	36	15,120
Spain	30	76,335	1	246	1	250	3	766	35	77,597
Sweden	48	89,368	28	10,271	———	———	———	———	76	99,639
United States:										
Atlantic Coast	286	1,494,496	98	205,160	2	4,600	22	25,450		
Gulf ports	10	76,810	107	272,610	1	4,500	11	10,460	997	3,645,919
Pacific coast	120	706,350	218	551,140	———	———	3	3,950		
Great Lakes	119	290,393	———	———	———	———	———	———		
Total	a1,427	5,665,434	591	1,154,828	13	12,215	158	89,512	2,189	6,921,989

a Including 14 ferro-concrete vessels of 26,370 tons.

THE GERMAN SHIPS.

After having had "Conservation" dinned into our ears daily and hourly for the past couple of years, it is somewhat surprising to find certain more or less influential persons and newspapers advocating "sinking without trace" the German warships recently delivered to the victorious allied powers in accordance with the terms of the armistice. Four years of reckless but necessary extravagance in the expenditure of money and materials should have taught even Admirals and those profligate spenders, the newspaper editors who lavishly scatter millions and billions in beautiful round linotype figures, the necessity for retrenchment and salvage.

Germany's much vaunted and feared navy, we learn, was mostly junk—but a very superior quality of junk at that. Of the ten battleships turned over to the Allies, and constituting the very flower of the German fleet (outside the six battle-cruisers, also surrendered, and which appear to be fairly valuable as loot), nine are said to be so entirely out-of-date in style and equipment as to be worthless from a naval standpoint. If this is true, Germany showed good judgment—from her standpoint—in refusing to engage the British fleet in battle; her navy would have lasted about as long as did Cervera's collection of antiques at Santiago. Ten years ago the German vessels were mighty monsters of destruction; now they are useless for action against "modern" warships—which is a graphic illustration of the wastefulness of warships. But that is another story.

To get back to the disposition of these German warships. Taking the word of naval authorities that these vessels are valueless for war purposes, it is still very clear that they are worth millions as "scrap," and that to sink them wolud be a wanton waste and crime against the sacred name of Efficiency. —S. F. Star.

"The latest census of the United States gives the number of families occupying homes as 20,000,000. Of this number more than one-half, 10,700,000 are renters. Of the 9,000,000 who live in their own homes, 6,000,000 are free from debt and 3,000,000 are carrying mortgages."—Emerson P. Harriss, "Co-Operation," p. 63.

PRUSSIAN LABOR POLICIES.

Returns of the "Labor Inspectorate for Prussia" for 1917 cause the Berlin Vorwaerts to comment on the "criminal sapping of the nation's strength," which "will exact a fearful revenge on the future race."

Male employees over 16 decreased, according to these statistics, from 2,662,152 to 1,956,202, but women employees increased from 667,734 to 1,240,593. Employees 14 to 16 increased from 280,148 to 327,904, and children under 14 from 2584 to 6012. In engineering workshops the number of women increased from 51,513 to 327,512.

Cases where privileges due to exemptions from the workmen's protection act have been scandalously abused have risen to 6108 for exceeding the ten-hour working day rule for women, 9292 for suppression of the legal lunch-time interval, nonobservance of the prohibition of night work to 13,398, and nonobservance of the prohibition of juvenile labor to 1209.

The Vorwaerts complains of the indulgence shown to employers by the authorities who granted permission for overwork for women to the extent of 23,000,000 hours and for night work by women to a total of 44,000,000 hours.

The two-shift system is still maintained generally, while few three shifts are in operation.

Fish-skin "pearl" tiaras and necklaces have long been work by women, but fish-skin shoes are among the many new and interesting things shown at the recent chemical exposition in New York City. The modern chemist by a clever curing process makes the skin of the shark, the codfish, the mackerel, the tuna fish, and others as tough and durable as leather of the same thickness.

The objection to compulsory arbitration lies not so much in the fear of injustice as in the dislike of being forced to accept even justice at the hands of the Government. We prefer the injustice of our own making to the justice of an assumed master.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

A committee of Trade Union women is to be sent to Europe shortly by the Department of Labor to study reconstruction problems as applied to women in industry.

The Independent Labor Party of Chicago nominated the following members for municipal offices: John Fitzpatrick, president of the Chicago Federation of Labor, for Mayor; John Kikulski, Polish organizer of stock yards workmen, for City Clerk, and Knute G. Torkelson, a carpenter, for City Treasurer.

A bonus of $240 to each employe of the Federal and District Governments, to meet the high cost of living, was voted by the House in passing the legislative, executive and judicial appropriation bill for the fiscal year beginning July 1, next. This represents a doubling of the $120 bonus recommended by the Appropriations Committee.

The Public Employment Bureaus of the State of California during the calendar year 1918 filled 165,323 positions, according to the report of the Superintendent of the Bureaus filed with J. P. McLaughlin, State Labor Commissioner. Positions for males comprised 149,319 of this total, the remaining 16,004 being for females placed.

The American Association of Labor has published a colored chart showing the progress of workmen's compensation legislation. The Far West shows a massive red block, while the South is solidly black. Workmen's compensation laws are now in force in thirty-eight States, in addition to Porto Rico and the Territories of Alaska and Hawaii. The Federal Government also provides such protection for its own million civilian employees.

The Independent Labor Party organized in Chicago by the Chicago Federation of Labor has begun the publication of a weekly newspaper, "The New Majority." "The New Majority" starts as a 16-page paper. In the near future it is expected that it will be converted into a daily. The first issue of the paper declares: "It is fitting that the toilers should have their own newspaper, upon which they can rely for the truth about things of interest to workers, and in which they can find expression of their point of view. The Republican and Democratic parties have betrayed the people. The Labor Party comes to smite them. The newspapers have been the mouthpieces of the two old parties, and their bosses, the money kings."

Resolutions were adopted by the Farmers' National Conference on Reconstruction in America and International Reconstruction at Washington, appealing to Congress to preserve for the use of all the people the "natural resources of the Nation now in public ownership—coal, iron and copper ores, water power, timber lands, phosphate and potash deposits, gas and oil lands." The Conference urged the defeat of the bills now before Congress transferring these lands to private ownership without proper safeguards for the public interests. The Conference also urged upon Congress "immediate legislation eliminating watered stock and stock fraudulently issued and not representing any actual and prudent investment on the part of the railroads from their capitalization, and to inaugurate Government ownership and operation."

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Anderson, Charley
Anderson, Paul Walfred
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Akesen, A. R.
Anderson, Sam
Backstrom, C. F.
Barker, B.
Baptista, L.
Baumgartna, Gust
Bergen, Gustav H.
Berglund, Iver
Bergstrom, Karl
Berensen, Albert
Bjorkstrom, Saphia
Bigel, Johann
Boysen, J.
Burke, Carl
Bjornstrom, A. W.
Bugge, J.
Buegel, Johan
Brandberg, G.
Bruce, Robert
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Davis, Harold
Dean, James W.
Dutton, Henry
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Engstrom, Fred
Ellison, John E.
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Fortig, John
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Gran, A. -1116
Hansen, Sigvard H.
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Revheim, O.
Risnes, Georg
Rockower, Max
Ronkved, Oge
Ronning (Package)
Sametsen, Emil
Salversen, T.
Sheppard, Geo.
Schmidt, Emil
Smith, Geo.
Smith, Erick
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Seedsma, Billy
Stenberg, Hjalmar
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Brandt, Arv.
Browen, Alexander
Burmeister, T.
Bjerk, G. T.
Brun, Mattia
Brant, Max
Barrot, G.
Brandt, H.
Bengtson, S.
Bohm, Aug.
Davis, Jonh
Doll
Eliassen, H. C.
Gomes, M. G
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Holm, Wm.
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Jeandeville, P.
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Olsen, Ferdenan
Pedersen, Alf.
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Hahlf, J.
Rank, A.
Risenius, Sven
Rosenblad, Otto
Stenroos, Frank
Svenson, B.
Svenson, Gustaf
Sundquist, Walter W.
Torin, Gustaf A.
Thompson, Alex.
Valfors, Arvid
Williams, T. C.
Wilson, W.
Wendt, Walter

INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Fedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

11-6-18

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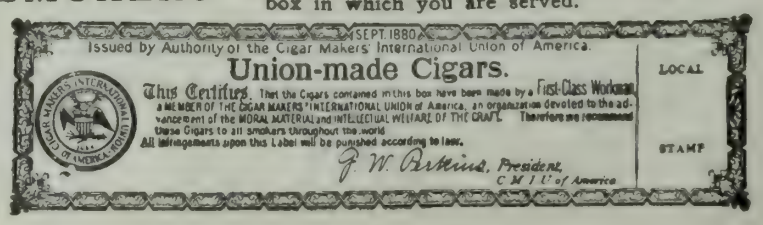

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Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed", at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal.

Portland, Or., Letter List

Anderson, Martin	Knofsky, E. W.
Anderson, Albert	Kulik, John
Anderson, C.	Laatzen, Hugo
Ahren, Wm. J.	Lackey, C.
Backman, Peter W.	Larsen, C. J.
Bjork, Rudolf -2206	Larsen, Carl C.
Bohm, Franz	Larsen, Hans
Brandt, Arvid	Miller, Harry
Brandt, L. J.	Mikkelsen, Harry
Buckley, Edw. A.	Mattsen, S. H.
Carlson, Carl G.	Murphy, Francis Leo
Christensen, H. P.	Muller, Robt. R. O.
Christensen, Einar	Nordman, Alek
Clifford, Patrick	Nielsen, Jens
Danielsen, Eric	Nilsen, Chas.
Dahl, Ludwig J.	Nogat, E. G.
Doehring, Otto	Nelson, A. S.
Eikland, Ole	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Olsen, Kristian
Guthrie, V. A.	Pope, Herbert
Geiger, Joe	Powell, H. A.
Graaf, John D.	Paulsson, Herman
Haikka, T.	Peterson, Frank A.
Kangasniumi, E.	Petersen, Anton -1675
Henriksen, Henrik G. V.	Petter, G.
Hoffmeister, M. A.	Rensmand, Robert
Harding, Ellis	Ruisgaard, Soren
Hartman, Fritz	Richter, N.
Henricksen, Christian G.	Rosenblad, B.
Halligan, Thomas	Siebert, Gust
Hauschild, B.	Sprog, John M.
Johansson, Charles -2407	Swanson, Fread
Johnson, Karl	Swanson, Ernest
Jorgenson, Earl	Swenson, C. E.
Jensen, H. T.	Tonnisen, P.
Johansen, Johan	Thompson, Walter S.
Johnson, Emil P.	Thoresen, Ingwald
Jespersen, Martin	Tuhkanen, Johan J.
Johnson, C. A.	Westengren, C. W.
Kase, A.	Willing, Wm.
Kristensen, Wm.	Wikstrom, Carl
Kelly, Wm.	Wold, Frank

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.

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League President, Judge James M. Rea, Savannah, Mo.; Vice-Pres., Kenneth B. Elliman, Boston, Mass.; Treasurer, Herman Cohn, Seattle, Wash.; Secretary, W. E. Brokaw, Longbranch, Wash.

Home News

The board of regents of the University of Utah announced that it would ask the next Legislature to make it compulsory for all physically fit male students to take military drill at the university five or six hours a week for two years.

The Treasury Department has issued an appeal to holders of war savings stamps to either hold them till maturity or have them cashed at a postoffice. Complaints have been made that brokers are buying these stamps at reduced prices, and it is urged that they be redeemed at postoffices, if it is necessary to sell.

Chairman Colver, of the Federal Trade Commission, before the House Interstate Commerce Committee, said that if the present tendency of the "big five" packing companies is allowed to continue they will, within ten years, be able to dictate to the American people just what food they shall eat, how it shall be packed or sold and just how much shall be paid for it.

In his report on the operating results of the federalized railroads, Director General of Railroads McAdoo states that 6,496,150 troops were handled between January and November 10, last year. These movements averaged 625,434 a month and the maximum was reached in July, with 1,147,013. The number of men handled in Pullman cars was 1,868,-210, and the number in coaches, 4,627,940.

The influenza epidemic caused 111,688 deaths in the forty-six largest cities and last year increased the combined death rate for these communities to 19.6 per 1000, according to Census Bureau statistics. Total figures for the country are not available. Baltimore, with 26.8 per 1000, and Nashville with 26.4 had the highest rates of the registration cities, while St. Paul with 13.9 and Minneapolis and Grand Rapids with 14 each had the lowest.

Building of railroads in the South, reconstruction of railroads throughout the country, and all other public improvements contemplated by the Government should, in the opinion of Judge Elbert H. Gary, chairman of the board of directors of the United States Steel Corporation, be begun at once. "Why should there be any talk about unemployment?" said the Judge. "The country was never more in need of its workers than now, and it will use all the workers it can get. I don't think there is going to be any permanent or menacing unemployment."

William G. McAdoo, former Director-General of Railroads, urged upon the Conference on Inland Waterways, at Defiance, Ohio, the importance of extending Government control of railroads for five years, in order to co-ordinate rail and water routes, and bring both into harmony with our merchant marine. Mr. McAdoo closed his appeal by saying: "The powerful and sleepless forces of reaction are solidly arrayed against this plan. They will defeat it unless the American people are aroused to the situation. The time is short. The matter is vital. My earnest suggestion to you and your associates is that you press upon the attention of the Congress the importance of the five-year control in order that the things you want to accomplish may be brought about."

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Domestic and Naval

The entire crew of the transport "Mount Vernon" has been commended by Secretary Daniels for gallantry displayed when the ship was torpedoed by an enemy submarine September 5 last. "The conduct of the entire personnel from the time the ship was struck until she arrived safely in port was such as to uphold the best traditions of the service, according to official reports," says a statement issued by the Navy Department.

All American ships which have been requisitioned by the Government during the war have been released to their owners, with the exception of those engaged in army service, it was announced recently by the United States Shipping Board. In the place of those retained for service and which are fitted for the transportation of troops, the owners will receive an equal tonnage of Government-built and owned vessels.

Messrs. Welding Ring, J. B. Smull and A. C. Fetterolf, constituting the Chartering Committee of the United States Shipping Board, have tendered their resignations to John A. Donald, acting chairman of the board. The resignations have been accepted, and until the duties can be taken over by the subordinates who will manage affairs until the Government abolishes the committee, these officials will remain at their post.

The annual report of the Panama Railroad Company for the year ended June 30, 1918, shows a gross income from steamship operations of $5,649,729, which compares with $4,108,412 for 1917, $3,341,278 for 1916 and $2,642,457 for 1915. Net revenue from steamship operations amounted to $1,359,208 for last year, as compared with $1,162,800 for 1917, $1,004,373 for 1916 and $499,853 for 1915. The stock of the Panama Railroad is owned entirely by the United States Government.

Seagoing American merchant ships of 1000 gross tons or more numbered 1663 on January 1 this year, the Department of Commerce reported and the total gross tonnage was 5,656,856. All were steam vessels except 319 sailing craft of 518,192 tons. The Department also reported fifty-five former merchant ships operated by the War and Navy Departments and placed their tonnage at 396,829. The total number of ships registered under all Government departments was 1141 and the gross tonnage was 3,681,700.

The order of the Emergency Fleet Corporation relative to cancelling orders on steel ships which would not be laid down before next August affects the steel mills more than it does the shipyards, for the reason that there has been no order to stop work on any ships actually in hand, nor has there been any intention not to proceed with the erection of the material which has been delivered in wholesale quantities and which is lying on the ground at the shipyards. At Hog Island, for instance, such material runs well into the hundreds of thousands of tons. In other words, what the Emergency Fleet Corporation has actually done is to stop the production of material at the source until the whole shipbuilding program has been revised in accordance with the nation's needs for merchant ships to meet peace conditions.

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DECEMBER 31st, 1918

Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Carlson, Oscar
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Hansen, Gotf. I.
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Hansen, Hartw.
Hansen, Hauger
Hansen, J. -2354
Hansen, M. -968
Hansen, O. W.
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Martinsen, M. E.
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Mathsen, L. N.
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McDonald, W.
McGuire, Milton
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Miller, Harry
Miller, R. E.
Mokew, W.
Monsen, C.
Mork, Hj.
Mortensen, -2191
Motter, F. A.
Munch, Hugo
Myers, G. R.

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Nelson, Herman
Nelson, Phillip
Newman, M. -1423
Nickolsen, L.
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Nielsen, P. L.
Nielsen, -1314
Nilsen, Carl
Nilsen, Hilmar
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Ramstad, A.
Ranta, Hj.
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Reed, E. W.
Reiesgord, W.
Repson, Ed.
Resant, M. K.
Riesbeck, Hj.
Ringdahl, Ole
Ringdal, Karl
Rinta, K. -1251
Rivera, John
Rockover, Max
Ronberg, Kristian
Ross, Geo.
Ruckmich, Anton
Ryan, T. J.
Ryger, Harry

Sahlin, Nils
Salli, Rudolph
Samuelson, Ingw
Sanne, R.
Scholts, T.
Schumpf, John
Sederholm, J. R.
Selin, B.
Shannon, J.
Shaw, Chas.
Siliwalya, J.
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Simonsen, F.
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Skotvik, Ole M.
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Sorensen, L. G.
Sorensen, Sam
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Stenberg, A.
Stilwell, Lester
Stinessen, H.
Stranberg, P.
Strasdin, P.
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Sundwal, S.
Svendsen, Albert
Swandson, Sigurd
Swanson, L. R.
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Sweeney, D.
Syversen, Ansgar

Tanman, Robert
Tapper, -1115
Thorsen, Fred
Thorsteinssen, S.
Thorvig, H. C.
Tikka, Waldr.
Torjusen, G. -41
Tulla, C. O.
Unklin, Paul
Torvik, S.
Townsend, A.
Trovik, Harold
Turning, Einar
Tysk, J. H.
Unwin, H.

Van Der Graaf, J.
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Van Roon, A.
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Veckendstedt, Wm.
Veneker, Chas.
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Voigt, W. A.

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Ludvigsen, Y.
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Mayes, J. B.
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Nelson, A. -1092
Norling, G. R.
Olesen, Chas.
Olsen, H.
Olsen, Ole
Olson, Knut
Paal, K.
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Ryger, H. W.
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Tandberg, Einar
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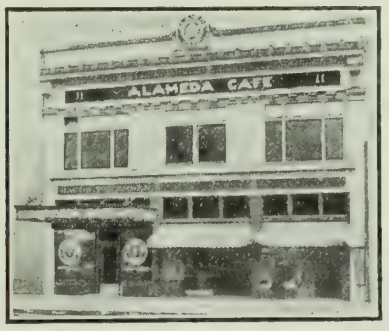

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Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

News from Abroad

The Uruguayan Government has discharged all foreigners from the army as a preventive measure against the Maximalist movement.

Porto Rico is consuming 50 per cent. more coffee, according to a San Juan coffee dealer, than she did before the island "went dry."

Thirty-four women were elected as delegates to the German National Assembly. The Majority Socialists elected 15, the Independents 3, the Democrats 5, the Clericals 7, and the Conservatives 4. The National Liberal party was the only party to elect none.

The editor of the Tokyo Miyako complains of the insignificant number of voters compared with the men organized for military purposes. He further contrasts his country's political advance by calling attention to Great Britain's 6,000,000 women voters as against 1,500,000, all men, electors throughout the Japanese empire.

The Board of Trade of New Zealand has about completed a scheme for standardizing to a large extent the manufacture of boots and shoes throughout the country; and it is proposed to fix the manufacturers' price and profit as well as the retail price. All standardized footwear is to be stamped both with the price and the official mark.

It has been decided to found in Edinburgh, Scotland, a school for international relations and foreign politics, which will be formally opened next January by the French Ambassador in London, and the secretary of the French Academy. Among other aims the school will endeavor to promote a study of foreign languages, develop closer intellectual intercourse with foreign countries, especially universities, and provide a central platform for lectures from foreign countries.

In a written reply to a declaration of the French association on the society of nations which recently called upon him, President Wilson makes known formally for the first time his intention to return to France after going to Washington for the closing session of the American Congress. In this reply, the President says that he accepts the suggestion that after his return to Paris a great public meeting be arranged in celebration of the conclusion of the work of the Peace Conference. It is believed that President Wilson is planning to return to France March 15. There is some belief in official circles that the Peace Conference will be able to complete its work by June.

With the Italian occupation of Trieste it is of interest to note that this city is the largest and most important port of the Adriatic. In 1913, for instance, the total movement of navigation in the harbor of Trieste amounted to 5,480,074 tons, representing 57.3 per cent. of the maritime movement of all that part of the Adriatic coast which has been included in Austria-Hungary. Trieste's imports, for the greater part by way of sea, amounted in 1913 to 38,022,000 quintals, valued at 3,460,600,000 crowns ($701,118,000). Of the 27,400,345 quintals of goods discharged in 1913 at the ports of Istria, Dalmatia and Friuli, about 20,423,197 quintals were unloaded at Trieste; while of the 25,338,854 quintals exported from these districts, 9,816,532 quintals were taken on at Trieste.

With the Wits

"Did old Skinflint leave much behind him when he died?" "I believe he left all he had."—Baltimore American.

"They seem to have a lot of trouble with their car." "Yes. Her husband is one of those expert accountants who imagines he was a born mechanic."—Louisville Courier-Journal.

"You were wonderfully steady when we went under fire for the first time." "It's no special credit to me, cap'n. I'm used to bein' shot at. I've been a Maine guide most of my life."—Washington Star.

Shapeleigh—I can't stand your extravagance any longer.

Mrs. Shapeleigh—You're most unreasonable, my dear. No one could get along with fewer clothes than I wear.—Town Topics.

Mrs. Flatbush—Did your children enjoy themselves at the neighbor's party yesterday?

Mrs. Bensonhurt—They must have. We've had a doctor twice to Beatrice and three times to Bobby today.—Yonkers Statesman.

The editor was handing it to the cub reporter. "This blaze occurred at a ball." "I know." "Remember, it was a full-dress affair, and don't—don't——" "I won't." "Don't say the guests rushed into the street scantily clad."—Kansas City Journal.

Little Leo—Pop, do you know that the earth is gradually getting colder and colder?

Mr. Corrigan—I do not, but I do know that that overcoat has got to do ye wan more winter, me son, gintle hints to the conthrary notwithstandin'.—Buffalo Express.

Mrs. Flatbush—There are two things my husband is afraid of.

Mrs. Bensonhurst—What are they?

Mrs. Flatbush—A gun and a cook.

Mrs. Bensonhurst—And the reason?

Mrs. Flatbush—He's afraid either will kick if discharged.—Yonkers Statesman.

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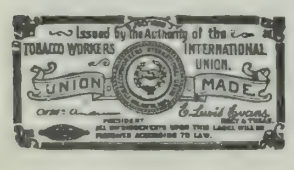

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VOL. XXXII, No. 25. SAN FRANCISCO, WEDNESDAY, FEBRUARY 26, 1919. Whole No. 2527.

THE ADVENT OF THE MOTOR SHIP

Petroleum---the Coming Factor in Shipping.

Chairman Edward N. Hurley, of the United States Shipping Board, in an optimistic article contributed to the Journal, calls attention to America's great natural advantage in having 65 per cent. of the world's output of oil.

Mr. Hurley thinks we are just about to enter upon the Petroleum Age, and that the successful operation of our Merchant Marine can be assured by taking due advantage of our resources and "putting our brains into the job."

The Journal deems it an honor and a privilege to print Mr. Hurley's instructive paper, in full:

The fast clipper ship was built of wood and propelled by sails. We had the timber to build that type of ship and the ingenuity to apply wind power and beat the world in speed. Those were the days of the Yankee clipper ships, and from Revolutionary times until 1861 we carried from 60 to 90 per cent. of our own world trade.

Then came iron and steel ships, with steam power. Great Britain led all countries in pig-iron production—the whole world output in 1860 was less than 8,000,000 tons, against 50,000,000 tons for the United States this year. As for steam, Emerson said then: "Steam is an Englishman." John Bull took first place in the new kind of shipping. The proportion of American trade carried in American ships steadily ran down to less than 10 per cent. at the outbreak of the world war.

To-day we are about to see another revolutionary advance in merchant ships, and the United States will again have some advantage—if we back natural resources with national ingenuity.

Petroleum is the coming factor in shipping. It will be used under boilers to raise steam. Better yet, it will propel internal-combustion engines of the Diesel type—the motor ship. We have an advantage in our large output of petroleum—65 per cent. of the world's output. And we are handiest to Mexico's supplies, now nearly 8 per cent. of the world production, with remarkable possibilities for increase, and two types of crude oil that are peculiarly suited to marine use.

In making a learned academic forecast of America's new Merchant Marine a German professor recently said: "In trading with other maritime powers it is right and proper that a nation should carry in its own ships at least 50 per cent. of its world commerce."

With petroleum, the motor ship, and American inventive genius and energy, we have reasonable prospects of again carrying our own exports and imports on this Germanic basis of fifty-fifty; but we must not rely upon natural advantages. Coal Oil Johnny will not do the work alone; we must put brains into the job—brains to the utmost.

Petroleum is about to effect a transformation in world shipping much more remarkable than that which was wrought by steam. The possibilities are fascinating. Both the oil-burning and the motor ship remove handicaps under which the merchant navies of the world have been steadily degenerating. They reduce operating costs, increase range and flexibility, overcome certain international political handicaps in shipping, and improve the living standards and morale of those who go down to the sea in ships.

Land transportation in practically all countries has been developed to a point where competition is regarded as wasteful. Competition probably played a useful part in days when railroads were being built; but, once laid down, it was agreed that competition in railroad operation, with its losses and bankruptcies, worked public damage. So for a generation the nations have been bringing their railroads under wise control for common welfare.

On the ocean, however, the nations have let competition run pretty much unchecked. After building their merchant fleets it might have been wise to work out some plan of international regulation. But, instead, they have fought each other on lines reminding one of our old railroad rate wars. They have used railroads, port privileges, bunkering stations and other auxiliaries to give their own ships the best of it and let the other fellow's ships have the worst.

They have done little to overcome by team work the violent fluctuations in ocean tonnage, rates, and profit. They have fought each other on a rate basis with very little fundamental knowledge of shipping costs. And the general result has been to make shipping a risky business for the investor and a thankless job for the seaman, and to run the world into a great crisis, with a shipping plant that proved inadequate and antiquated.

But the world has undoubtedly learned its lesson during the past four years. Peace will find it building bigger merchant fleets on modern lines. Petroleum will give new mechanical advantages and help to bring order into ocean transportation. If international wisdom can be applied to operation and wasteful competition eliminated, shipping may enter a new renaissance.

When Coal Oil Johnny steps aboard a merchant ship and takes charge of the engine room the transformation is great. The comparatively few shipping managers who have operated with petroleum will tell you that it is like switching from the one-hoss shay to a high-powered racing car.

Take the advantages found in the oil-burning ship with steam engines over the coal burner. There is a reduction in the number of men needed in the boiler room, first of all.

Some months before the "Lusitania" sailed on her last tragic voyage American petroleum experts examined her boilers and coal bunkers to make suggestions for converting her into an oil burner. They found this entirely feasible, and estimated that her fireroom force could be reduced 90 per cent. by the change—that is, one man out of ten would be needed. It has been said that the "Lusitania" started on her last voyage short of firemen, and that because she was running with only 70 per cent. steam efficiency the submarine was able to torpedo her. Had she been running at full efficiency with coal, or been fitted for oil burning, she might, perhaps, have escaped.

Next comes reduction in bunker space, with an increase in cargo space. A ton of oil takes five cubic feet less space than a ton of coal and gives 80 per cent. steaming efficiency against 65 per cent. for coal.

This works out to about 40 per cent. saving in bunker space, which is made available for cargo in a freighter. Moreover, there is a saving in quarters for the crew, because an oil-burning ship carries fewer men. Estimates for the "Mauretania" give a fireroom force of twenty-seven men for oil burning, as against 312 needed to burn coal.

Oil-burning vessels will make from 10 to 20 per cent. more mileage than coal burners. There is better control of steaming, because fires can be started and stopped instantly, steam raised quickly, and time in port saved through the greater ease of taking on oil as contrasted with coal. Coaling is always a dirty job and tedious, whereas oil is simply pumped into the double bottoms quickly and without fuss or muss.

There are other advantages: Oil is often cheaper than coal in actual dollars—prices vary widely, of course. Oil does not deteriorate in storage like coal. Oil eliminates the fire risk from spontaneous combustion in coal, and is not subject to the danger of shifting in rough weather as sea. Oil eliminates ashes and ash conveyors, smoke and soot, and the necessity for frequently painting a ship. Oil reduces the expense of grate repairs, corrosion of boiler plates, fuel-handling devices afloat and ashore.

Even more remarkable, however, is the increase in radius of ship operation and the possibility for planning profitable voyages without handicaps imposed by coaling. The coal-burning ship must stop frequently for fuel. Her nationality may put her at a disadvantage where foreign bunkering stations are used. At the best, coal-bunkering stations in other countries have always involved political complications. Even with the magnificent bunkering facilities afforded British ships, there are various parts of the world where the coal burner must steam a considerable distance, with little or no cargo, simply to take on coal—a well-recognized operating handicap.

But the oil burner has a radius of from two to three times that of the coal burner. Fast passenger liners burning oil for steam could almost make the round trip from New York to Europe and back, taking most of their oil on this side; and with freight steamers running at slower speeds, and burning less oil to the mile, it would be possible for them to go half round the world.

Coal Oil Johnny can give almost any coal-bufning steamer seven-league sea boots by a few simple changes in equipment—the instal-

lation of oil burners under the boilers and the conversion of coal bunkers or double bottoms into oil tanks.

But even that is only half his potential efficiency. Look a little farther ahead and design your ship to run with internal-combustion engines of the Diesel type, and he can double the efficiency.

The motor ship will operate on about half as much oil as the oil-burning steamer. Its engine-room force is reduced still more—from one to three men are sufficient; and there are no stokers, for the motor ship's mechanical staff is made up of skilled men. A Danish motor liner, the "Fiona," recently went clear around the globe, making a voyage of 32,000 miles, with only one engineer.

The largest motor ship yet built, the "Glenapp," recently made her trial trip in Scotland. She is 10,000 tons dead-weight, with two sets of Diesel engines, 6,600 horsepower. It is estimated she can make from twelve to fourteen knots an hour and run from London to Australia and back more than half way without replenishing fuel—that is, going by way of the Suez Canal. she could take oil in the Persian Gulf and run back there without replenishing; while by the Panama route she would take oil in the Mexican Gulf.

This means that, with the world's merchant fleets equipped entirely as motor ships, from 80 to 90 per cent. of the bunkering stations around the globe could be abolished; ships would require fuel only about twice in going around the world—or at an average of every six weeks. There need be no isolated fuel stations; oil would be taken on only where ships called for cargo or passengers.

Anyone who has made a voyage through the tropics will find it interesting to contrast this sort of ship with his recollections of coaling incidents. If his voyage was through the Suez Canal to Australia or India, for instance, he remembers the terrific heat and how only Chinese coolies can stand the temperature of the fire hold; and how the ship was coaled at Port Said by hundreds of women carrying baskets of fuel. Neither the motor ship nor the oil-burning steamer requires coaling. The engine room of a motor ship need be little warmer than the deck in the tropics; and besides, there is probably only one man attending the engines, and he is not performing hard manual labor nor is he in dirty surroundings.

The boiler room of an oil-burning steamer can be 25 degrees cooler than if coal were burned under the same boilers. For most of the heat in a fire hold comes from opening the furnace doors to throw in coal. There are no furnace doors when oil is burned. With coal, heat escapes every time the furnace door is opened and is lost for steam-making purposes. With oil, there is no furnace door to open and all the heat is used for steam making.

The Difference in Coal and Oil.

Two tramp steamers of the same tonnage leave New York for Santos, Brazil, calling at other ports on the way. One of them burns coal and the other is an oil-burning steamer. The coal burner makes the voyage in 24 days and 8 hours, while the oil burner makes it in 21 days and 13 hours—a saving of nearly three days, due to the fact that she runs one knot more an hour than the coal burner, owing to steadier steam pressure and greater speed secured with oil fuel. The coal burner needs 27 tons of coal daily, or 657 tons for the voyage. The oil burner needs 16.7 tons of fuel daily, or 359 tons for the voyage. A coal burner carries nine firemen and trimmers; the oil burner only three.

In normal times oil fuel for such a voyage might be either a little cheaper or a little dearer than coal. Suppose coal and oil cost the same. There will be a saving of $300 in firemen's wages for the oil burner and 700 dead-weight tons of bunker space for carrying cargo; which figures, at $5 a ton earn $3,500 on the voyage. So the oil burner yields $3,800 more to her owners and a saving of three days in time. On a year's operation the oil burner would probably make at least two voyages more than the coal burner, and these would be clear profit, except for fuel cost and port charges.

Two ships of the same tonnage went around the world, leaving Europe, rounding Cape Horn, touching at San Francisco, thence crossing the Pacific and going through the Suez Canal. One was a coal-burning steamer and the other a motor ship. The steamer stopped for coal fourteen times and burned 8500 tons on the voyage. The motor ship burned 1446 tons of oil and had capacity for carrying 1250 tons; so she might have gone nearly the whole voyage, starting with full tanks—actually she left Europe with 820 tons, and bunkered twice—in San Francisco and the Persian Gulf—but turned an honest penny by using some of the tank capacity to carry an oil cargo from one port to another.

The steamer made the voyage in 300 days; the motor ship in 236 days. The steamer carried 7500 tons of cargo; the motor ship 8500 tons. The cost of coal—normal times—was $41,275, and the cost of oil for the motor ship was $12,940—a saving of nearly 70 per cent. The coal burner carried fourteen stokers; the motor ship none. The motor ship carried an engine-room force of thirteen men as against nineteen for the coal burner. So there was a saving in fuel amounting to 70 per cent., a saving in time of more than 20 per cent. and an increase in cargo of nearly 17 per cent.

These figures become most significant when reduced to terms of early operating costs. Suppose each ship cost $1,000,000. The motor ship saved $28,335 on fuel alone in eight months. That amounts to about 4 per cent. annual interest on the entire investment in the ship.

And this is only a comparison of dollars on a coal-burning ship and a motor ship running on an old-fashioned coal burners' schedule. The coal burner spent 183 days at sea and 117 days in port. The motor ship spent 146 days at sea and 96 days in port. Because the world's cargo business is still organized on wasteful lines, with slow turn-round in port, the motor ship dawdled away more than three months in port; whereas, with cargo facilities organized on a motor-ship basis, her greater radius and flexibility in operation would have made it possible to save much of this time. If the maritime world can tackle this one item of waste after the war, it may go far toward paying off the world's war debt.

"Morale" in the Ship's Crew.

And the cost sheets do not show that other great item of betterment—morale in the ship's crew.

The world's shipping before the war had got into such desperate straits in morale that the men who go down to the sea in ships were seldom able to marry and maintain families. There are some British figures that show this condition in a striking way. About 60,000 British seamen living in the United Kingdom come under the health-insurance law. This law provides a maternity benefit when a child is born in a seaman's family. With a birth rate of about twenty-five children annually, which is a general average, 60,000 seamen, if married, should claim 3,000 maternity benefits yearly.

Actually less than 800 maternity benefits a year are said to have been paid to British merchant seamen's families in normal times; and this is said to indicate a world-wide condition among merchant sailors. It shows one of the world's essential industries disintegrating through blind competition, and in my opinion the remedy must be some form of international system, if not control, and a building up of wages, skill and morale which will give the seaman a home and a family, like the railroader or machinist.

With the motor ship we can have an entirely new era in ocean transportation. It calls for skill and effects economies that will yield good wages; and its flexibility and speed should facilitate rearrangement of the world's shipping routes, so the seaman may get home more frequently and have a home worth getting to.

The motor ship is here. But it still needs development and application. Thus far it has been built chiefly in small-tonnage freighters running at moderate speed. These have been highly successful economically; but there are still certain shortcomings in machinery and organization to be dealt with.

The Diesel engine must be freed of some defects that have appeared under the stress of ocean voyages, and must also be built in larger units to furnish greater horsepower for bigger ships running at higher speed. The problems are now entirely questions of engineering, and American ingenuity should prove adequate to develop the fast motor liner for passenger traffic.

This type of engine was invented by Dr. Rudolf Diesel, a Bavarian engineer. The difference between an automobile engine and a Diesel engine is, generally, that all the fuel in an automobile engine cylinder is burned at once, while in a Diesel engine it is burned gradually, and so gives power more like the steam engine. Air is compressed in Diesel cylinders under great pressure, and then the fuel, consisting of crude petroleum or other heavy oils, is forced into the compressed air by greater outside pressure. This raises the temperature for the air in the cylinder and turns the oil into a gas.

The pressures in a Diesel engine are so much greater than those in a gas engine that when Dr. Diesel placed his first engine on the test block, in 1893, it exploded and nearly killed the inventor, not being sufficiently heavy in construction.

The Diesel engine has been widely applied in Europe for stationary power plants. But its application to ships has been difficult. This requires engines of very heavy construction; and as the mechanism for the gradual introduction of the fuel into the compressed air in the cylinders is intricate, the motor ship involves valve problems of its own.

Scandinavians Most Successful.

The Scandinavians have made the greatest progress in motor ships, and the most successful Diesel engines on the ocean to-day are built by the Danes, Swedes and Hollanders, or under their patents. We have built some motor ships, as have the British also. But certain difficulties, to be overcome by wider experience in designing the engines and operating the ships, have retarded the development of this type. However, there are now prospects of active development for the motor ship in both this country and Great Britain.

The British especially are very much interested in this new type of ocean ship, and their splendid technical achievements in naval vessels during the war have given them new methods and a splendid new shipbuilding industry, which will be of great benefit in restoring the British merchant marine as soon as peace returns.

And that is as it should be and what every broad-minded American will rejoice to see; for the British merchant marine, no less than the British Navy, has played a leading part in keeping the world free.

If the world should turn during the next ten years from coal to fuel oil, and from steam to the motor ship, the question of petroleum supplies will become important.

At present the largest marine consumption of petroleum in the world is probably that of the United States Navy, estimated at 5,000,000 barrels yearly under war conditions. This quantity would not go far in operating an American merchant marine of 25,000,000 tons. Data upon which to figure consumption for such a fleet, with types of passenger and cargo ships running at various speeds and in various classes of service, are not yet very ample. But engineers have adopted a rough-and-ready ratio, estimating one ton of oil yearly to a ton of dead-weight shipping, where the fuel is burned for steam, and half a ton yearly for motor ships.

On this basis the American Merchant Marine alone would require 150,000,000 barrels yearly for steam, or 75,000,000 barrels for motor ships. The world's ocean tonnage was 50,000,000 tons before the war, and under the improvement and cheapening in transportation, made possible through petroleum, might increase to 75,000,000 tons within the next five or ten years, this estimate including our own merchant marine.

Thus, for 75,000,000 tons of motor ships there would be required yearly somewhere between 200,000,000 and 250,000,000 barrels of crude oil. This is approximately half of the world's total present production, and more than 80 per cent. of our own production.

Where is the oil to come from?

Fortunately nature has stored supplies in the earth for precisely this situation. Mexican petroleum is peculiarly suited for marine use. In the district round Tampico, which has been the scene of petroleum development for the past eighteen years, there are two types of crude oil taken from opposite sides of the Panuco River, which runs through Tampico and divides the district. The northern type of oil is a heavy crude oil that cannot be refined but is suitable for burning to make steam. The southern type of oil is lighter. When refined this yields about 12 per cent. of crude gasoline and is suited for Diesel engines.

No such oil field has yet been located in any other part of the world. The Tampico district now has about fifty wells in production, with an estimated capacity of 1,500,000 barrels daily—more than twice as much oil as would be needed to operate the world's merchant fleets and navies.

It is true that Mexico at present produces only from 50,000,000 to 60,000,000 barrels yearly; but this represents simply the quantity that can be handled in available pipe lines and tank steamers.

The Rich Mexican Oil Fields.

The Tampico district is less than 150 miles long and fifty miles wide; but it lies over enormous reservoirs of oil and is considered but part of a general oil region 1600 miles long and from seventy-five to one hundred miles wide. Prospectors have also found promising oil indications in Guatemala, Venezuela, Colombia, Ecuador and other parts of Latin America.

Within the next generation, and perhaps the next decade, the world seems certain to enter a new era—the petroleum age. Oil will be widely used for industrial power and heating all over the globe. Already there is a marked diversion to oil fuel in industrial centers along the Atlantic seaboard.

It is estimated, roughly, that one man can produce 300 tons of coal yearly, while the same man might produce 7,000 tons of oil. This great multiplication of human power is a benefit that will irresistibly make its own way, and, besides greater results for men's work, there are the additional advantages of clean industrial towns, more agreeable working conditions, better morale, and better living all round.

It is so very much worth while to bring the world into this petroleum age that development of new oil resources all over the globe will be one of the chief activities of peace. The world needs Mexico's petroleum for its growth and comfort. Under the earth in the Tampico district are resources capable of influencing the history of the world.

Out of the lessons of international adjustment and team work taught the nations by war they will unquestionably find methods of making the Mexican oil supply available to mankind—methods which will not only be entirely fair to the Mexican people but which will bring them stability, growth and prosperity.

The trouble among the shipbuilders in Scotland seems to be driving some of the interests from Scotland to America. Harold E. Yarrow, who is managing director of the works of Yarrow & Company, shipbuilders and engineers, is in America at the present time, making arrangements for the transfer of a part of their Clyde shipbuilding plant from Scotland to the Pacific Coast. The intention is to increase more and more their holdings and their interests in British Columbia.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Huge Ship Profits Shown by Unionist.

The strike of shipbuilders against the Macy award, which includes several localities, is not a rejection of arbitration or conciliation methods, according to James A. Taylor, president of the Seattle Metal Trades Council. He says the shipbuilding unions were given authority by Mr. Piez (Shipping Board) last month to negotiate separate agreements with ship yards if they desired to do so.

Secretary Swain of the Metal Trades Council has made public these figures on the profits of shipbuilders:

"In 1917 the Government paid the Seattle yards $145 per ton for ships. At this figure the builders were able to pay an increase of $1.75 per man per day. This amounted to $7.50 a ton, or $66,000 per ship of 8800 tons.

"In July, 1918, the builders were paid $167.50 per ton, and admitted that the cost of construction, covering everything, was $1,000,000 per ship.

"An 8800-ton ship at $167.50 per ton brought the builder a price amounting to $1,474,000. Taking the admitted cost of construction from this amount there was left a net profit of $474,000. If the rates asked by the Metal Trades Council, amounting to an increase of $66,000 per ship, had been paid, the builders would have had a net profit of $408,000 on last summer's figures.

"It is admitted that the builders at the present time are getting $186 per ton; which for an 8800-ton ship means a price of $1,636,800. It is further admitted by the builders that the present cost of construction of these ships is $1,350,000. This allows a profit of $286,000. If the full demands of the men were met the builders would still have a net profit of $200,800 per ship at the present time.

"The Skinner and Eddy corporation sold two ships to Japanese interests for the sum of $5,000,000. The admitted cost of each ship was $1,000,000, which gave the firm a net profit on that one deal of $3,000,000."

"Can't Strike" Law Flouted in Canada.

The Canadian law which prohibits strikes and lockouts on public utilities until a Government commission investigates is being disregarded by workers and employers, reports the Bureau of Labor Statistics in a survey of this legislation, printed in Bulletin No. 233. The law has been denounced by organized labor in Canada.

The period covered by the survey is from March 22, 1907, when the act became effective, to December 1, 1916. During this time 222 strikes and lockouts, affecting 100,608 employes and occasioning a time loss of 4,838,467 working days, occurred in industries within the scope of the act. Of these 91.9 per cent. of the strikes and lockouts, affecting 79.8 per cent. of the employes and occasioning 62.3 per cent. of the time loss were illegal.

The report shows that little attempt has been made to impose penalties because of these illegal acts. In all, charges have been laid against nine employes for encouraging illegal strikes, against eleven employes for going on strike illegally, and against three employers for declaring illegal lockouts. In the case of eleven employes the charge was either dismissed or withdrawn, in the case of nine employes the charge was sustained, charges against two employers were sustained, charges against one employer were dismissed.

The aggregate of fines imposed, exclusive of costs, was $1600, as against an aggregate of $30,000,000 which would have been incurred if the minimum penalty had been imposed, or of $150,000,000 if the maximum had been imposed. This does not include violations of the provision against inciting to illegal strikes.

The report shows clearly that the restrictive and penal provisions of the act have been disregarded by those against whom they were directed and without any serious attempt being made by the public or by administrative agencies to impose the penalties provided for violation.

"Repeated violation of these provisions," it is stated, "must inevitably reflect upon their enforceability and foster such a disregard for the act as to lessen its usefulness even as a conciliatory measure."

Railroad Officials Shirk.

American Federation of Labor Railway Employes' Department officials call upon members to give their full support and co-operation to the Railroad Administration in making Government control a success. Railroad shop employes are warned not to be misled by the temptation being offered to evade their obligation of doing an "honest day's work."

"Many reports are reaching this office," it is stated, "which bear conclusive evidence of designs on the part of the railroad officials to discredit Government control by every means within their power, even to the extent of encouraging idleness in the shops.

"In many instances it is reported there is a total indifference on the part of the subordinate officials as to the output of work, although for some reason the force of supervisors has been materially increased with fat salaries, all of which will contribute toward the deficit charged against the Government operation of the roads and so much prated about by those who formerly managed them so successfully in the interests of a few and succeeded so well in getting out of them 'all the traffic would bear.'"

Shortage of United States Homes.

The Department of Labor states that in normal times the building of about 600,000 homes a year is required to supply the normal growth of the country and replace losses occasioned by fire and other destructive agencies. For the past two years this normal construction has been practically suspended. What housing construction has been accomplished has been mainly to meet war conditions. It is stated that there is a shortage of nearly 1,000,000 homes in America.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The Consul-General of the Netherlands in London recently appealed to Mr. Ben Tillett, secretary of the Dockers' Union, to request him to use his influence with the dock-workers at Fowey in Cornwall, who, according to representations made by the Netherlands Vice-Consul at Fowey, had refused to load the Netherlands steamship "Eomstroom" as a protest against the former Kaiser of Germany being allowed to remain in Holland.

Industrial unrest continues to seethe in Spain. The fact that constitutional guaranties have been suspended in Barcelona has only added fuel to the flames. The Government, to meet the situation, now declares that it has determined to carry through the necessary social reforms, including the regulation of hours of labor and a minimum wage. While the Government is thus making promises, the syndicalists are busily organizing and are making plans for a general strike.

The recent Paris conference of French port and dock workers, after a thorough discussion of the situation confronting their industry, has decided to demand an eight-hour day and the abolition of night work, according to Le Populaire. The conference fixed 15 francs per day as the minimum salary for eight hours' work, overtime being paid at the rate of 3 francs per hour. Half-day wages are granted whenever a worker, through no fault of his own, is compelled to cease labor after less than four hours.

The Socialist party of Hungary has asked the Council of Workingmen's Deputies to convene, because the Socialist members of the Hungarian cabinet declare themselves unwilling any longer to share the responsibility for the policy of the Government. Among the reasons advanced by the Socialists for their present position is the fact that the Government seems determined to suppress Bolshevism. The Socialist members declare themselves unwilling to support this move. It is regarded as likely that the workingmen's council will decide to request the Socialist ministers to leave the Government.

One of the first measures adopted by the new government of Germany established an eight-hour work-day. The law, issued by the national government in Berlin, places the responsibility for administration upon the various State governments. In all factories and workshops, and in all commercial establishments, the hours of work for both men and women may not exceed 48 per week. In all other industries, the employers or the employees may apply to the Minister of Labor and Economics for the introduction of the eight-hour day. No reduction in salary or wages is permitted under the law, even though the working day may be reduced through its operations. Idle days, for which the worker is not responsible, are paid at regular salary or wage. The law also contains the following clause: "Employers who rudely, carelessly, intentionally or maliciously violate the above regulations, are liable to severe punishment and shall be deprived of the right to manage their establishments."

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Seafaring people who desire to take up navigation, San Pedro, situated in the sunny south is the ideal place. Captain Frerichs has established a Navigation School here and under his undivided personal supervision students will be thoroughly prepared to pass successfully before the United States Steamboat Inspectors.

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ANGLO-CALIFORNIA TRUST CO.

Main Office: Northeast Cor. MARKET and SANSOME STREETS

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DO NOT BUY ANY SHOE

no matter what its name, unless it bears a plain and readable impression of this UNION STAMP.

All shoes without the UNION STAMP are always Non-Union.

Do not accept any excuse for absence of the UNION STAMP.

Boot and Shoe Workers' Union

246 SUMMER STREET, BOSTON, MASS.

John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

Indigestion, Bloat, Heartburn, Caused by Acid-Stomach.

What is the cause of indigestion, dyspepsia, bloat, heartburn, food-repeating, belching, gassy, sour stomach, and so many stomach miseries? Just this—acid-stomach superacidity as the doctors call it. It robs millions of their full strength, vitality and the power to enjoy life—to be real men and women.

It is well known that an acid mouth destroys the teeth. The acid is so powerful that it eats right through the hard enamel and causes the teeth to decay. This is fair warning of what excess acidity will do to the delicate organization of the stomach; as a matter of fact, excess acidity not only produces a great many painful and disagreeable symptoms that we generally name "Stomach troubles," but it is the creator of a long train of very serious ailments. Acid-stomach interferes with the digestion and causes the food to ferment. This mass of sour, fermented food passes into the intestines, where it becomes the breeding place for germs and toxic poisons, which in turn, are absorbed into the blood and distributed throughout the entire body.

Wherever you go you see victims of acid-stomach—people who, while not actually down sick, are always ailing—have no appetite, food doesn't digest, belching all the time, continually complaining of being weak and tired and worn out. It is the excess acidity that takes the pep and punch out of them; leaves little or no vitality.

Strike at the very cause of all this trouble and clean this excess acid out of the stomach. This will give the stomach a chance to digest the food properly; nature will do the rest.

A wonderful new remedy removes excess acid without the slightest discomfort. It is called LAXCARIN, made in the form of tablets—they are good to eat—just like a bit of candy. LAXCARIN literally absorbs the injurious excess acid and carries it away through the intestines. It drives the bloat out of the body—you can fairly feel it work.

Try LAXCARIN and see how quickly it banishes bloat, heartburn, belching, food-repeating, indigestion, etc. See, too, how quickly your general health improves—how much more of your food is digested—how nervousness and irritability disappear. Learn how easy it is to get back your physical and mental punch. Have the power and energy to work with vim. Enjoy the good things of life. Learn what it means to fairly bubble over with health.

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LAXCARIN PRODUCTS CO.

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Money Orders, Cash or Registered Letters.

Department No. E-99. Pittsburgh, Pa.

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Established 1904

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CUT THIS OUT!

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

ALASKA FISHERMEN'S UNION LETTER LIST.

Seattle Branch.

Amdal, Hans	Wilson, Osvald
Andersen, Oscar	Andersen, Jens
Bennett, Cliff	Armstrong, W. N.
Bulgarelli, Dario	Borgen, Knut
Burgess, John	Bugden, Edward
Carlson Axel George	Caldio, C. D.
Carlson, Wm.	Carlson, George
Christiansen, C. A.	Carlson, Hjalmar
Engvall, Fred	Dahlquist, Carl M.
Ericsson, Charles	Fenlon, Edward
Hansen, Andrew	Frederickson, Andrew
Hanson, Gilbert	Johnson, Nils
Howde, Chris.	Jensen, J.
Holkestad, Marellus	Jacobson, Paul M.
Karlson, Wm.	Langula, Waino
Lauritsen, G.	Larsen, Harold
Leyons, J. B.	Larsen, Hjalmar
Maki, Fred	Larson, Jens
Minich, B. I.	Luckman, Samuel
Morgan, L. M.	Nelson, Philip
Mogstad, John	Nilson, Nils Engwald
Olsen, O.	Norton, Emil
Olson, Gust	Norton, P. A.
Olson, J. C.	Parks, Harold, A.
Olson, John Oscar	Paulson, Peter
Olson, Nels	Palmer, L. L.
Olman, L. P.	Pedersen, Albert
Rajuta, Edwin	Peterson, Andrew K.
Rasmussen, Martin	Petterson, C. H.
Rasmussen, Robert	Ranta Hjalmar
Sandanger, Ole	Rasmussen, Peter
Sandbeck, George	Rudsit, Fred
Sandvik, Harold	Sather, Harold
Smith, G. H.	Sather, P.
Smith, Merle	Simonsen, Hans
Walin, Gust.	Schuppel, John A.
Waiknopa, Herman	Tardiff, Geo. H.
Wilson, O. K.	Taylor, T. G.

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Houge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Revheim, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

San Pedro Letter List

Aalto, Harry	Nurmi, Taini
Albertson, Johannes	Nurn, John A.
Amundsen, Pete	Nyberg, Eric
Andersen, Mr.	Olsen, A. W.
Andree, Ernest -1410	Oman, Chas. V.
	Olsen, Tollef
Antonsen, N. H.	Ohm, B.
Barney, A. M.	Olsen, Amandus
Bedford, A.	Olsen, Ole W.
Breien, Hans	Olson, Andrew
Brogard, N.	Petersen, K. E. -903
Christoffersen, G.	Peterson, Hugo
Doyle, William	Pelz, Fritz
Eklund, Swen	Petrow, Fred
Ellingson, Billy	Roed, Lief A.
Flotman, G. J.	Rosenthal, Walter
Fosberg, Leonard	Ross, George
Franzell, A. T.	Rytko, Otto
Grunwald, Alois	Rasmussen, T. A.
Grassen, Joe	Sanders, Chas.
Gunerud, Thorvald	Spence, Oswald
Halvorsen, Harry	Sodergren, Oscar
Hammarquist, Gust	Stringer, [illegible]
Harler, Peter	Salo, Oscar
Hederman, H. C.	Thompson, Alex S.
Helin, John	Thompson, M.
Hook, A	Thornlund, John N.
Holmstrom, Fritz	Terkki, Arthur
Iverson, Tom	Thornlund, John N.
Jensen, J.	Wrig, F.
Johansen, J. -2314	Warkkala, John
Johansen, Fritz	Williams, Edward
Johansen, N. A. -1604	Wrig, Claus
Johansen, Fred	Williams, Edward A.
Johanson, John A.	Warkala, John
Johansen, Carl	Zimmerman, F.
Johnsen, John E.	Zunderer, Theo.
Johnson, Ole	Zunderer, Theo (Questionnaires)
Jonassen, Johannes	Berner, Albert
Kristensen, Martin	Christensen, Ole Martin
Larsen, Klaus L.	Doage, Sigvald
Lato, Eley	Holm, Frank
Lechemus, Bill	Johansen, N. A.
Linden, Chas. F.	Johansen, Carl M.
Lundquist, R.	Lindroth, Carl Aug.
Miller, John	Pedersen, Carl
Monson, Chas. C.	Rehl, Chas.
Monterro, Joe	Tysk, John H.
Mortensen, Adolf	
Nelson, Carl	

CLASSIFICATION CARDS.

Doage, Sigvald	Pederson, Carl
Hingren, John H.	Schlieman, J.
Hansen, Adolph	Tysk, J. H.

Pacific Coast Marine.

The British steamship "British Columbia," ex "Onyx," 557 tons gross, 222 net, built at Bowling in 1903, and owned by the Coastwise Steamship & Barge Company, Ltd., Vancouver, B. C., has been sold to Union Steamship Company, Ltd., Vancouver, B. C.

It is announced that the United States Government will lay a cable line from Crescent City, Cal., to St. George's early this year. The cable, which will weigh about fifty tons, will be about six miles in length and will enable the display of weather signals at St. George's Reef Lighthouse.

Beginning in the near future, the Union Steamship Company will operate two passenger steamers between San Francisco and Australia and New Zealand. The "Paloona," which operated only in the freight service, will begin to carry passengers. This vessel sailed from Wellington during the week with a good list of passengers, and will take travelers from this port.

The Skandia Shipbuilding Company has been organized on the Pacific Coast with a capital of $100,000. The promoters of the concern are Victor Anderson, William Strang and John Backman. The stockholders in general are said to be Finns, Swedes and Norwegians. It is the purpose of the company to conduct a cooperative shipbuilding plant and the rumor is that it will either buy or lease the Coos Bay Shipbuilding Company's plant.

The south jetty at Humboldt Bay was seriously damaged by storms of the past two weeks and the north jetty also suffered. Further erosion from the channel side of North Spit has further endangered the fog signal station. Apparently the damage to the south jetty must be repaired this year if the present chanel and depth of water are to be maintained. A long section of track was washed away with an inshore portion of the top of the north jetty.

The Blue Funnel freighter "Eurypylus," Captain Hill, arrived at San Francisco from Liverpool during the past week, after a passage of twenty-eight days, via Balboa and the Canal. This is the first of the fleet to return to the Pacific service since the service was disrupted by the war. The vessel came in ballast. Dodwell & Co., agents for the line here, say that there will be one sailing a month in the future. If the freight conditions warrant it, the srevice will be increased later.

Another attempt to raise the steamship "Corona," which was lost about nine years ago at the Humboldt bar, has resulted in failure. The derrick, boom and other tackle used in trying to move the vessel out of the sand are on the way south. C. P. Doe purchased the "Corona" a few years ago from the owners. Failing to get the hull up, he sold it for $5,000 to a Ferndale man. The Ferndale man engaged the Little River Lumber Company's steamer "Washington" to work on the wreck. The hull of the vessel is of steel.

Patrolling of the waters of the Bering Sea by the cruiser "Vicksburg" and a flotilla of submarine chasers will be begun early in March, Rear Admiral William F. Fullam announced during the week. Admiral Fullam has recommended that the submarine chasers, now being outfitted for the Alaskan cruise at the Bremerton Navy Yard, have their hulls sheathed with copper before starting for Juneau. The "Vicksburg" and other craft will take the place of the Coast Guard cutters which formerly patrolled the Alaskan Coast.

Announcement that the United States Bureau of Fisheries will establish an experimental plant at San Diego to standardize the annual pack of sea foods was made by the San Diego Chamber of Commerce on receipt of a telegram from the Bureau. Dr. Norman Hendrickson, Director of Investigation for the Bureau of Fisheries, with headquarters at San Francisco, is expected here with complete plans for the station. He advises that the complete equipment for the plant has been ordered. For the present the equipment will be installed in a local packing house.

All members of the new Congress who are on naval committees in both Houses will visit San Francisco and the bay cities about March 20 on an inspection trip of all important Coast fortifications, naval bases and ports, for the purpose of shaping future legislation. The party will be welcomed by Chambers of Commerce on the Coast and will be the guests of these organizations while on the Coast. The party will arrive in San Diego about March 15 and will go over the whole Coast line from Mexico to British Columbia. They will pass two or three days in San Francisco, Oakland, Alameda and surrounding country.

"Puffed bricks" are the latest innovation in ship construction. The idea is being used at the San Francisco Shipbuilding Company's plant on Government Island, where the second concrete vessel of the Government's construction program is to be launched on March 15. The "puffed brick" from which the ship is being built is made of clay, intermixed with silica. When compressed and subjected to heat, the bricks puff up considerably larger than their compression size. They are then ground, moistened and worked into a concrete mixture. The "puffing" process renders the bricks light and of high tensile strength.

Frank P. Helm, San Francisco shipping broker, is not satisfied with the verdict for $12,500 damages which a jury in the United States District Court recently awarded him against the American-Hawaiian Steamship Company. During the week his attorneys filed a petition for a new trial, alleging that the damages awarded were not adequate, in view of the evidence adduced at the trial, and that the verdict of the jury was given under the influence of prejudice. Helm sued for $700,000 damages, alleging breach of contract. According to his complaint, he made a contract with the steamship company in February of 1916 to charter the steamship "Floridian" for two round trips to the Orient. Later, he said, the company refused to charter the vessel to him.

Censorship restrictions on normally routed cablegrams and radiograms originating and terminating in the United States and Alaska and the island possessions have been removed, according to an anouncement by Lieutenant-Commander William B. Dunning, naval cable censor in San Francisco. "Under this order, cable communication between the points mentioned may involve the use of private code, hitherto forbidden foreign languages, code signatures and such other cost-saving arrangements as the cable user may desire to adopt, with the approval of the cable companies," Commander Dunning said. "This order has been issued under the instructions of the Chief Cable Censor in Washington. Its object is the reduction to the minimum of censorship interference with legitimate American business." The restrictions have not been removed from messages not routed normally. At present the Commercial Pacific Cable is interrupted between Honolulu and Midway, and messages that normally would go over that cable must be routed through British censorship stations.

As the outcome of negotiations carried on by the Canadian trade commission for the past month, the Timber Controller of Great Britain will purchase in Canada half a million standards of lumber, equivalent in the Dominion to 1,000,000,000 square feet. The lumber, which is to be of all grades, will be bought under the direction of the Timber Controller through British brokerage houses and Canadian timber agents in London, who will deal direct with the Canadian lumber producers. It is understood that every Canadian producer who is registered on the lists of the trade board at Ottawa will be given an equal opportunity to sell. There is also to be an allocation of purchases upon a territorial basis, thus insuring a fair proportion of purchases to western Canada. All the British Columbia lumbermen are represented by L. C. Beale, timber commissioner for the Province, and he will deal directly with the Timber Controller. This lumber is to be bought within the next twelve months. It will represent a total transaction in money value of about $40,000,000.

Somewhere in the North Atlantic a sailor in one of the small boats of the wrecked steamer "Frederick" cast into the sea a bottle containing this note: "I die today. We all perish." The bottle was picked up off the coast of Scotland. In the ports that knew the "Frederick" its message was taken to mean that the old vessel—the steamer was built in 1876—had lost her long fight with the seven seas and had gone down. On the strength of that message, Mrs. Eda Harrison Davis, sister of Joseph Harrison, first officer on the "Frederick," residing at San Francisco, has received letters of administration on her brother's estate. It consists of a suit of clothes valued at $25, left ashore by the sailor. The message in the bottle, according to Charles R. Holton, Mrs. Davis' attorney, will be the basis of suits in the New York courts to force owners of the "Frederick" to pay damages for the lives of sailors lost when the old steamer went down. It is charged that the "Frederick" was unseaworthy when she sailed out of Portland in the winter of 1916. Mrs. Davis sought letters of administration to enable her to file suit for damages for the death of her brother.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALLIED PRINTING TRADES LABOR COUNCIL SAN FRANCISCO

WEDNESDAY, FEBRUARY 26, 1919.

SEAMEN OF THE WORLD UNITE.

According to the latest reports from London, England, the convention of the International Seafarers' Federation, which was called to order on Monday of this week, is having a large and representative attendance.

The communication received expresses confidence that in addition to the American and British delegates there would be representatives from Norway, Sweden, Denmark, Holland, Belgium, France, Spain, Italy and possibly from Greece. The organized seamen of Australia, New Zealand, Japan and Argentine were also said to have made arrangements for representation.

The program or "agenda" for the meeting, prepared in accordance with the European custom, is as follows:

1. President's Address.
2. Election of Credential Committee.
3. Report of same.
4. Secretary's Report and Financial Statement
5. Correspondence.
6. Report of American Delegates on the American Seamen's Act of 1915, its effect and influence on the welfare of seamen.
7. Delegates' report as to position of seamen in the various countries represented.
8. Objects of Federation regarding uniform rate of wages. Manning Scale, Food Scale, etc.
9. Committee to be appointed to consider ways and means to give effect to recognizing Union Cards in any part of the world and as to payment of contributions and benefits to be paid to members of Affiliated Organizations. Committee to report to Conference during session.

From the foregoing it is evident that the conference now in session in London is of momentous importance to the future welfare of seamen everywhere.

Never before in history has there been a gathering of this kind. There have been international conferences of organized transport workers, but in all such meetings the organized seamen have been in the minority, both as regards delegates present and numbers represented.

This conference is therefore truly the first real international conclave "of seamen, by seamen, for seamen."

In this connection, it should be decidedly reassuring to know that the seamen of America are represented by two of their ablest and universally trusted men.

Andrew Furuseth and Patrick Flynn, the two U. S. delegates, will command respect and attention in any gathering. And it is a foregone conclusion that the broad experience and intimate knowledge of details with which these two veterans in the movement are so happily endowed will be used to the best interest and advantage of seafarers the world over.

THE FARMERS' ATTITUDE.

The "boughten" press of America never misses an opportunity to create the impression that there is a deep, unbridgeable gulf between the organized farmers and the labor unions of the cities.

It is, of course, to the interest of "business" to keep this fiction alive just as long as possible. For, when the truth is once thoroughly understood it will be a sad day for those who live not by producing anything, but by buying and selling what others produce.

Happily, the farmers of the United States and Canada, under the stimulus of "war necessity" have done some real thinking along economic lines. At any rate, one is justified in reaching such conclusion after reading the tentative program on Reconstruction drafted by the special joint committee of the leading farmers' organizations in November and unanimously adopted by the Farmers' National Conference on Reconstruction in America, held recently at Washington, D. C. This Conference was attended by representatives of State Granges, State Farmers' Unions, the American Society of Equity, the Ancient Order of Gleaners, the National Non-partisan League, and a number of smaller organizations. The program adopted includes the chief measures, legislative and administrative, which united farmers will seek to have adopted as the permanent policy of the country. It can accurately be designated the fighting reconstruction program of the forward-looking farmers of America.

Not the least important section of the program is the one appearing under the caption "Labor and Wages," as follows:

> The dislocation of industry necessarily occasioned by the whole-hearted commitment of this country to the sole purpose of winning the war presents problems requiring careful Governmental action. The principle must be fully established and universally recognized that labor is the first fixed charge upon all industry, taking precedence of the claims of property and investment in business and commerce. This is essential to securing the well being of our people, and the industrial and economic democracy for which our men have striven. Living wages to those engaged in industry, commerce, trade, mining, railroading, and in all other legitimate activities, are a direct benefit to farmers because they increase the purchasing power of those so engaged, and not only increase the efficiency of these workers, but provide the most economic and advantageous market for farm products—a home market.

The Canadian farmers, also, are on record upon this subject. The organized farmers of Canada, through the Canadian Council of Agriculture, have just declared in clear and unmistakable terms for the establishment of democratic government in Canada, and have demanded legislation from Parliament to bring about the desired end.

The Canadian farmers' attitude toward organized labor was forcefully expressed in the following language:

> That this Council expresses its cordial sympathy with organized labor in its demand for economic justice, and that we encourage the various organizations affiliated with this Council to become better acquainted with the labor organizations and the labor problems of Canada with the purpose in view of finding a common ground for mutual effort.

All of which should be most encouraging to the real producers of wealth, everywhere. When the farmers and the toilers of industry begin to understand each other and actually express a sympathetic viewpoint toward each other's problems there is hope, indeed, for a better and brighter future.

THE "SHOP COMMITTEE."

The growing demand of the workers for shop-control has taken definite shape in the shop committee system of adjusting working conditions. The idea is spreading fast both in this country and in Great Britain. Indeed, such headway has it made in the latter country that the Government has had to take cognizance of it and, by act of Parliament, recognized the right of the workers to at least an equal voice in the control of the actual mechanism of production.

As explained in the awards of the Shipbuilding Wage Adjustment Board, published in a recent issue of the Monthly Labor Review of the Department of Labor, the system works out as follows:

> The employes of each craft in a shop or yard have the right to select three of their number to represent them as members of a shop committee. Each member of this committee is chosen for a term of six months by majority vote through secret ballot. Vacancies for an unexpired term are filled by ballot. Members of an outgoing committee are eligible for re-election. The chairman of each shop committee is a member of a joint shop committee. The joint shop committee, by ballot, selects five of its members to act as an executive committee to represent it in conference with the superintendent or higher officials of the company. In contested cases, the district examiner decides as to the validity of the election of a shop committee and supervises a new election when he deems such new election necessary.
>
> When a grievance arises it is taken up by the craft or laborers' committee with the foreman or general foreman. Failing an adjustment, the craft or laborers' committee may then take it up with the superintendent, and may call in the assistance of a representative chosen by the committee to confer over the grievance with the superintendent or the higher officials of the company. If the grievance concerns more than one craft it is handled through the joint shop committee, first with the superintendent, and then, failing a settlement, with the higher officials of the company. In such conference with the superintendent or higher officials, the joint shop committee has the right to call in the assistance of a representative chosen by the committee. In case such conference fails to result in a satisfactory adjustment, the grievance is submitted to the district examiner.
>
> Any committee elected in accordance with the provisions of this section who is found to have been discharged without just or sufficient cause, after due investigation in the manner herein provided for the adjustment of grievances, shall be reinstated with full pay for all time lost.

Reduced to its essentials the idea means that the workers in a shop, independent of their craft affiliations, combine and elect a committee on shop management, headed by a "steward" whose business it is to see that the instructions of the workers are carried out.

It is claimed for the shop committee system that it is founded on the principle of the historic New England town meetings, the most democratic form of self-government ever devised. That it is effective in guarding the workers' interests has been abundantly proven. Indeed, it is conceivable that a federation of all the shop committees in one industry would practically hold the fate of that industry in the hollow of its hand.

Anyway, the shop committee idea has developed both here and in Great Britain to the point where it must be reckoned with as an accomplished fact. Taken by and large it seems to be the natural expression of industrial democracy. That it will be heard from more and more as time goes on is tolerably certain. As one writer says: "Much of the immediate future of the labor move-

ment will be a record of the impact of this new organization form on the employing class on the one hand, and on the other hand upon those trade organizations with which we are more familiar."

U. S. EMPLOYMENT AGENCIES.

Strenuous objections have been made against further appropriations by Congress for the United States free employment bureaus.

It is urged that private employment agencies can just as well perform this service. So they can. And so they have done for many years—at a handsome profit.

The United States Employment Service during 1917 placed 168,066 workers in permanent and profitable employment, or more than were placed altogether in the nine preceding years. During 1918 the Employment Service placed 3,099,295.

All of this service was rendered entirely "free." If the same service had been rendered by private employment agents millions upon millions of dollars would have been extorted from the before-mentioned applicants for jobs.

So far as seamen are concerned Uncle Sam long ago eliminated the sharks who used to collect their toll from each mariner for furnishing him with a job aboard ship.

Since 1898, by the terms of the White Act, it has been unlawful to "demand or receive, either directly or indirectly, from any seaman or other person seeking employment, as seaman, or from any person in his behalf, any remuneration whatsoever for providing him with employment."

The United States Supreme Court, by a "five against four" decision, decided not long ago that similar legislation designed to protect the workers ashore was unconstitutional! There is nothing to prevent the various States, however, from levying a high and prohibitive tax upon employment agencies operated for profit. And it is certainly to be hoped that no arguments, so far advanced in behalf of the land sharks who conduct private employment bureaus, will change the declared attitude of Congress to continue in operation the free public employment bureaus so successfully managed under federal auspices.

IN MEMORIAM.

The following self-explanatory resolution anent the recent, untimely death of Charles Larsen, for years a trusted official of the Alaska Fishermen's Union, was unanimously adopted at a recent meeting of that organization:

Whereas, It has pleased Almighty God to call from our ranks, Charles Larsen, one of the organizers and most esteemed members of the Alaska Fishermen's Union, whose earnest efforts in the cause for which we strive was at all times of a quality which endeared him in the hearts of us all; and

Whereas, His devotion to Labor, and the Alaska Fishermen's Union in particular, compels us to realize his excellent worth and our own great loss; therefore be it

Resolved, That the Alaska Fishermen's Union, in meeting assembled, February 14, 1919, express our profound sorrow for the departure from among us of our faithful comrade Charles Larsen; and be it further

Resolved, That we tender our sincerest sympathy for the bereavement of his friends and members of his family, who have suffered a loss that is overwhelming.

The union label is an organized expression of our labor movement. Protect it at all times and foster it.

SEAMEN'S RIGHTS IN HAWAII.

A Dignified Reply to Inspired Attacks Upon An Attorney Who Has Successfully Pleaded for Seamen.

To the people of the Hawaiian Islands and all those interested in the administration of justice:

During the recent past two daily newspapers in Honolulu, to-wit: the Advertiser and the Star-Bulletin, have printed highly colored and sensational articles followed by editorials directed against the bringing of suits by seamen to enforce their rights in the United States District Court of this Territory. Prior to the Act of July 1, 1916, passed by the United States Congress, wherein it is provided "that courts of the United States shall be open to seamen without furnishing bonds or prepayment of or making deposit to secure fees or costs for the purpose of entertaining and prosecuting suit or suits in their own name and for their own benefit for wages or salvage and to enforce laws made for their health and safety."—39 U. S. St. L. 313.

I had adopted the practice when a case came to me free from any improper source of preparing a libel accompanied by an affidavit that the seamen were wholly unable by reason of their poverty to furnish any bond or security for costs when such an affidavit could be properly made. This practice was approved of by Judge Dole, the then United States District Judge in the case of Weidman vs. The Nebraskan, 3 U. S. District Court Reports, pages 195, 196, 197, 198 and 199, and I quote from his decision. "in every regularly documented American vessel the crew who navigate it will find their protection in the flag which is over them, Webster's Works, Vol. 6, page 325. This rule, that the vessel being an American is evidence that the seamen on board are such, is now an established doctrine of this country; and in support of it there is with the American people no diversity of opinion and can be no division of action." In re Ross, 140 U. S. 453-479.

Not only did the learned judge sanction the bringing of these suits by American seamen but by foreigners who were members of the crew of an American vessel.

During the ten years that I occupied the position of United States Commissioner I pursued the same practice and was appointed proctor for the libelant by an order of the judge and my fee was awarded by the court, and I never received a contingent fee in such a case during my whole term of office or at any other time in such cases, neither did I employ any runner or give any commission to any person or persons for the purpose of securing seamen as clients, nor engage in any other unethical practices in connection with any of these suits, and the charges made by these sensational articles and editorials in the said newspapers are wholly false and unfounded so far as I am concerned. I pursued a clean and straight course and since that practice met with the approval of both of the judges of the United States District Court whose decisions were almost invariably sustained by the United States Circuit Court of Appeals for the Ninth Circuit it is unnecessary to offer any apology or to even feel the slightest consciousness of doing anything except my duty as a proctor of the United States Court.

Congress passed the Act of July 1, 1916, so that seamen should at all times be heard before the courts and they could not be heard nor the provisions of the act carried out without having counsel to represent them and to institute proceedings in their behalf. A criminal accused of the crime of high treason or of murder has the right to employ counsel and if he is unable to do so the court appoints a counsel to represent him. He has a right to be heard in his defense and it is indeed passing strange that these newspapers will endeavor by such articles and editorials as have lately appeared in their columns to try to intimidate the members of an honorable profession from endeavoring to carry out the provisions of an act of the United States Congress, the supreme law-making body of the Republic.

In the last two cases in which I was engaged by the seamen and appointed under an order of the court in one, and in the other was requested to act by a reputable brother attorney, there was absolutely nothing to justify even an insinuation that I had not received my engagement in a manner that was both commendable and in strict accordance with the ethics of the profession. I refer to the case of Babcock and others vs. the S. S. "Annette Rolph" and the case of J. Kuhne and others vs. the S. S. "Oakwood."

In the case against the S. S. "Annette Rolph," I was appointed by the court as proctor for the libelants and the case is now pending before the United States District Court. Process was issued against the vessels and a bond could have been furnished immediately, the evidence could have been taken and the vessel could have proceeded to sea within 24 hours, or in fact at any time within an hour. Counsel for the libellee did not see fit to file any bond or make any application to the court to have testimony taken for several days. That was his business and not mine. He could have had the evidence

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Feb. 24, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium with large number of members ashore.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Feb. 17, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Feb. 17, 1919.
Shipping fair; prospects good.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 17, 1919.
No meeting. Shipping and prospects medium.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 17, 1919.
Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 17, 1919.
Shipping medium.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, Feb. 17, 1919.
Shipping fair; prospects uncertain.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, Feb. 17, 1919.
Shipping fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 10, 1919.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 20, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 13, 1919.
Shipping improving. Prospects good.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 12, 1919.
No meeting. Shipping very slow; plenty of cooks ashore, but no waiters or galleymen.

JOE MACK, Agent.

P. O. Box 54. Phones Home 115, Sunset 66W

DIED.

Carl A. Andreassen, No. 1937, a native of Norway, age 28. Died in the wreck of the S.S. "San Gabriel," September, 1918.

Hilmuth Olsen, No. 1408, a native of Denmark, age 29. Died at sea, Feb. 18, 1919.

Assured that railroad rates on exports and imports will be adjusted within two weeks along lines that will permit successful offshore steamship operation out of San Francisco, the Maritime Navigation Company of New York has established an office at San Francisco, and is preparing to place a big fleet of steamships in operation between this port and the Far East, Australia and South America. The announcement was made by A. C. Worthington, vice president and general manager of the concern, who has come to San Francisco to assure the Pacific Coast that his firm believes this is the time to get ready for a flood of business on the Pacific. Worthington made this statement when it was rumored that the Dollar Steamship Company and other concerns planned to shift their fleets to New York unless the Railroad Administration adjusted rates within another month. The Maritime Navigation Company proposes to inaugurate a fleet of some twenty ships out of this port. The ships and the concern are 100 per cent. American, and that fact will be announced in all corners of the country by publicity on a scale never before attempted in the steamship business.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

After shivering with fright for nearly a week, because of the general sympathetic strike in Seattle, our official labor suppressors in Congress have gone back to other topics. There is the so-called investigation of Bolshevik propaganda in the United States, for example, in which the only people who have taken part in the propaganda, and who are begging the Senators to let them testify, are barred! There is the question of the future wage scale in industry, upon which Senator King of Utah made the assertion to-day that it was "going to steadily decrease." And then there is the question of unemployment—with Congress doing nothing at all about a remedy.

Senator Kenyon, who has tried desperately to get Congress interested in the unemployment situation, told me to-day that no action could be secured between now and March 4th. He is hopeful that the President will summon the Republican Congress in special session, at an early date, and then he is going to make the fight all over again.

"The thing that will bring results here," he said, "is a great and dangerous development of unemployment in this country. Nothing else is likely to do it. I have introduced two bills—one for temporary measures for employment, another for a permanent housing plan. I am going to offer a third bill, creating an Industrial Commission. But these measures will not get serious attention from this Congress."

The Seattle strike had a curious effect upon the members of the House and Senate who are "seeing things at night" in an industrial sense. They had visions of a great outbreak of working people, possibly with bomb and torch and knife. They anxiously waited to learn that most of the Seattle labor leaders were Russian anarchists. They suddenly discovered that Mayor Hanson of Seattle was a hero, fit to be President, when he bade defiance to the peaceful strike and called for the troops, and still more when he called for criminal prosecution of men who led the strike.

These frightened statesmen experienced something of a jolt, yesterday, when it was discovered that their latest remedy for labor unrest in America—the wholesale deportation of "foreign radicals"—was to be answered by the British government, which stands ready to ship back here a few hundred of American "agitators." It appears that a great many I. W. W. have drifted across the ocean in the past few years, and have been working and agitating in Britain or in South Africa or Australia during the war. Strikes have taken place. The authorities take the same line as do our conservative gentlemen in Congress. They want these "dangerous Americans" sent home to the United States. And even a Mormon Senator can understand that the more you ship a labor agitator around the earth, the more of a hearing he is bound to get for his complaints against industrial conditions.

"We don't want to stir up much noise about these trainloads of aliens we are going to deport," Senator King of Utah is reported to have said the other day, "because men such as Senator Johnson of California might make a kick, and might prevent the passage of the Burnett bill."

This Burnett bill is the one which requires the deportation and exclusion of alien enemies who have been interned. It yields up large numbers of men who are actually political refugees, to punishment by foreign governments. It repeals the historic American right of political refuge in America.

There are men in labor offices in Washington who believe that it would be a fine thing, from an educational standpoint, if all the foreign-born labor agitators in the United States were sent home to the countries from which they came, and that all exiled American labor agitators should return. Then the bugaboo of "foreign propaganda" would at least be exploded. Unemployment, high cost of food, long hours, child labor, the lack of a minimum wage scale—all these and other issues would have to be met as strictly American grievances. Of course no such showdown will be had.

Senator Thomas of Colorado, whose chief occupaton this winter has been the denunciation of labor measures and labor agitators, has discovered how "Bolsheviki" are made. He listened yesterday to the recital by General Ansell of the barbarous sentences given to hundreds of American soldiers by the so-called courts martial in our army during the war, and as the heartless cruelty of these courts was shown in case after case he declared "that boy's mother has probably joined the Bolsheviki," or "any system that will permit a thing like that is un-American; it will make Bolshevists out of all that man's relatives."

Thomas voted the other day against repealing the press-gag powers of the Postmaster-General.

As to the supposed "investigation" of Bolshevik propaganda, it has been limited thus far to bringing in a few persons who were in Russia on religious errands or consular work, and whose testimony has been in general very mild. But neither Raymond Robins nor Major Thatcher of the Red Cross, nor Albert Rhys Williams nor Santori Nuerteva, who are the chief sources of the information sent out in this country favorable to the workingmen's government in Russia have been permitted to testify. Chairman Overman of the subcommittee has declared that he does not intend to "give them any advertising."

But the main object of the publicity campaign has been attained: the Allied troops are going to be withdrawn from Northern Russia and Siberia as soon as possible. Arrangements to that end are to be made at the Princes Island's conference with the Soviet government. That fact was drawn from the chairman of the Senate Foreign Relations Committee, recently, by Senator Johnson, after Chairman Hitchcock had lined up the Democrats to prevent a vote on the Johnson resolution that called for withdrawal of the American troops.

"Now, we expect to get out," Hitchcock said. "The Senator can see that it is the policy of the President of the United States as soon as possible to bring those soldiers out of Russia. The Senator can see that the President has brought Great Britain and France and Italy to the point where all are to have a conference with those Russians on Princes Island; and I will predict now that one of the first conditions agreed upon at that conference will be the cessation of hostilities, and another result will be the retirement from Russia not of the United States alone but of all nations that went with us into Russia. When they come out they will come out as they went in—together."

So the workingmen's government of Russia is at last to be safe from counter-revolution or invasion. That is all that has been asked by the labor movements of France and Italy and Great Britain. It is all that has been asked or wanted by the hundreds of labor bodies in this country who have endorsed Senator Johnson's fight. Organized labor throughout the world has demanded merely a square deal for Russian labor—the chance to try its hand at government, just as the employers and slaveholders have always had a chance to try their hand.

And now American labor can go at its own problems with a renewed enthusiasm. Soviet government is not wanted in America, because we have a better system of popular rule, all ready and waiting to be tried. The Labor Party movement and the Nonpartisan League movement among the farmers give promise of a trial of the fine possibilities of our American government next year or very soon thereafter. When a Labor-Farmer majority is sent to Congress; and in the cabinet there sit men who build up, and who do not try to destroy, the organizations of the postal workers and the telephone and telegraph employes; when the Department of Agriculture is run by a Secretary as much opposed to the Rockefeller interests as Mr. Houston is friendly to those interests; and when the economic and political program of the Labor Party becomes the program of a national administration, we shall be on the road to find out how well we can manage with the form of government we have developed in America. Every anti-labor Senator and editor knows that it is not a different form of government that the "agitators" want: it is a different policy, a human-welfare policy, that is demanded.

The Democrats go out. A Republican Congress comes in. The President comes home with the League of Nations as the trophy of his victory in Paris. The Berne conference of labor and Socialist forces of Europe has dictated the labor program adopted at Paris. The old governmental aristocrats are applying sabotage to this labor program. The President comes to sign a few bills and to attend a conference on unemployment right here in the United States.

If the Republican Congress does not change all its spots in the next few months, it is going to prove itself as incapable of solving the "labor problem" as the Democratic Congress has been.

And that opens the door to a hearing for the program and the political campaigns of the Labor Party.

The factory child, denied the right to learn to play, is the progenitor of the man who can do no more than toy with the most serious affairs.

The attempt to justify child labor by pleading the "laziness of the parents" is insult added to subterfuge.

BURNING OF THE "ARYAN."

Details of the burning of the American ship "Aryan," which was abandoned 300 miles east of Chatham Islands on Christmas eve, have been received.

The "Aryan" was built at Phippsburg, Me., in 1893; she was of 2123 gross tonnage, and 1939 net.

The vessel left Wellington, N. Z., on Dec. 18 with a full cargo for San Francisco, comprising pelts, tallow, flax, etc. Everything proceeded well until a quarter to two on the morning of December 24, when Mr Graham, the mate, who was on watch at the time, noticed volumes of smoke issuing from the ventilators over the poop. A moderate sea was running, but there was not a great deal of wind. All hands were immediately called on deck, and the pumps were manned. The fire was located in the main hold, and holes were cut in the deck through which hoses were run to play on the flames. Both hand and steam pumps were set going at full pressure, and great volumes of water were poured on to the seat of the fire. For about nine hours the crew fought valiantly against the outbreak, but all their efforts were without avail, and the flames spread rapidly in all directions.

Nevertheless, well knowing their peril, all hands worked and toiled to try to bring the fire into subjection, but the flames became masters of the situation; the sails and rigging caught alight, and it became apparent that nothing further could be done but to abandon the ship. By this time, the hatches had fallen in and the "Aryan" was little more than a shell of raging and roaring flames. The tallow and flax burned fiercely, and tongues of strident flame shot high into the air. Smoke was belching forth from every quarter, and the heat became unbearable. About 11:30 Captain Larsen decided that it was no use remaining on board any longer, and accordingly he issued orders that the ship should be abandoned. Three boats were launched and only ten minutes after the boats had left the ship, the "Aryan's" masts, about the spars of which the flames leaped and danced wickedly, fell overboard with a mighty, resounding crash, and broke into great fragments. The outlines of the ship could scarcely be seen now owing to the density of the smoke and flames. However, the boats stood by until 4 p. m., when Captain Larsen instructed them to hoist sail and set a course for the Chathams, which lay some 300 miles to the westward. The "Aryan" was then in approximately latitude 45 south, longitude 171.10 west. The three boats kept pretty well together until dusk when the missing boat was last spoken. At 4 o'clock on Christmas morning, before the sun had risen, the glare of the doomed vessel could still be descried. It was estimated that she was then 87 to 90 miles away to the eastward. As the dawn paled into brightening day the reflection on the horizon disappeared. During the night the boats had separated a good deal, and in the morning the mate's boat was missing altogether. At the time no great anxiety was felt regarding her, for the mate had been fully instructed as to what course to steer. The second mate's boat wandered from the track also, but she was picked up by the captain's boat after an interval of about three hours. That night the wind blew up hard from the south and a nasty cross sea rose. The boats had a pretty severe handling, and it is possible that the mate's boat went down during the storm. The other two boats managed to keep in company fairly well for the remainder of the voyage, however, and at 11 p. m. on December 27 landed at Kaingaroa.

LOWER CALIFORNIA.

Governor Esteban Cantu, of Lower California, issued, early in February, a statement to "The People and Government of the United States," in which he protests against a continuation of the move to annex Lower California to this country. He justly and very correctly characterizes the move as "a conspiracy framed by some citizens of the United States to assail the integrity and freedom of a friendly nation," and says his protest is made necessary by "the widespread propaganda some business and political men are making in the United States."

It is a very dignified, straightforward statement that Governor Cantu makes, and it is a thoroughly manly appeal to American fairness, sense of justice and political decency. How much effect it will have we do not know. We remember—not without shame—the cynical, dollar-marked arguments advanced in American papers and even in the American Congress some twenty years ago for "criminal aggression"—disguised in Presidential language as "benevolent assimilation"—in the Philippines.

We remember that one of the most influential Republicans in the Senate—Thomas H. Carter, of Montana—said: "The only question is, Will it pay? If it can be shown that it will pay, and I believe it can, the American flag will never come down in the Philippines." Tom Carter has successors in the Senate today, and the only question with them, and with others equally without conscience outside of the Senate, in regard to annexation of Lower California is, Will it pay?

Governor Cantu says "the Mexicans would rather lose a part of their land through forceful and unjustified occupation than as a result of a preconcerted bargain," and he asserts that the League of the Southwest is carrying on the annexation propaganda in a manner that surpasses the limits of propriety. But when did land-grabbers ever concern themselves with propriety?

It isn't so many years since a stain was put upon our country's honor by the piracy of Panama. But that was before President Wilson journeyed to Europe to try to "make the world safe for democracy," and to make democracy safe for small and weak as well as for great and powerful peoples. It wouldn't look quite right for our country to violate the autonomy of Mexico while safeguarding that of Serbia. Our State Department has recently disclaimed any endorsement of the plan for annexing Lower California and part of Sonora, but that will not put an end to the propaganda of the Land Grabbers' League.—The San Francisco Star.

It is inevitable that the man who works at night should think only in the dark.

THE BUILDING PROGRAM.

The cessation in the building line during the war has left a gap to be filled up from now on, which promises to be of some proportions from the reports that are being published from time to time for this country, England and the devastated parts of Europe.

Road building in this country has some ambitious estimates in a report just issued by the Department of Agriculture. The estimate given for this year's expenditure amounts to $300,000,000. Home building and estimates for the government and private enterprises run up into the hundreds of millions.

In England the British Housing Committee have a program which will build a half a million homes for workingmen. The program is to cover a period of five years, building 100,000 houses each year. Many of the ancient parts of London are to be replaced by the most modern ideas of home building. In addition to this public and private buildings are to be erected. This will help to take the slack out of the out-of-work line that seems to be in the immediate prospect from the return of the soldiers to civilian life.

The shorter workday is the most important question before the labor movement, and will continue to be such, because it is the simplest and most direct way of adjusting the problem of distribution.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

RE-TRAINING THE CRIPPLED.

(By Douglas C. McMurtrie*)

In the past, our method of dealing with men permanently disabled in the course of employment has been to pay the worker a pension in the form of compensation, and forget him and his injury. But the cost of disability in the field of labor has not been alone in the premium paid for casualty insurance. There has been the cost involved in the training experience, and adaptation of a skilled worker who does not return to his job, and the fitting of a newcomer to take his place.

There are three means of reducing and approaching the complete elimination of the cost of disability: first, accident prevention; second, thorough medical attention to minimize the disability resulting from the injury, and third, salvage of the remaining abilities of the worker through rehabilitation for self-support. The first of these has already received wide attention from employers and has wisely been encouraged in a financial way by casualty insurance companies and State funds. The values of the two latter have, however, not as yet been appreciated. Their energetic application would effect a tremendous saving to industry.

Many injuries from which men would completely recover in a short time under adequate and high-grade medical attention are treated for an insufficient time, or by incompetent physicians and, instead of a prompt return to work, the case at best drags along over an extended period and at worst becomes chronic or develops into permanent disability. Some States require the insurance carrier to provide but two weeks of compulsory free medical attention to the injured man. For the insurance company to take advantage of this limitation is the most short-sighted policy possible, because for every dollar saved in physicians' or hospital fees, the insurance carrier pays out later ten dollars in compensation. And what the insurance company pays is actually paid by the insuring employers in their regular premiums.

Unlimited medical attention of the highest grade should be an axiom of casualty practice. It should be insisted upon by employer and workman alike. The best outcome of any injury is to have the employee return to his job as a well man in the shortest possible time. It is well to develop a science of dealing with cripples, but the ideal is to have fewer and fewer cripples with which to deal.

The third method of attack on the cost of disability is rehabilitation for self-support—the re-education of an injured man for an occupation which he can follow, or a process which he can perform, in spite of his handicap. The science of rehabilitation is new, and the experience in it has practically all been gained in the effort to make sound and just provision for the disabled soldier or sailor. Every country among the recent belligerents is to-day operating a comprehensive system of re-education for disabled soldiers, and is placing upon that system more dependence than upon the pension system.

Paying a man a small monthly or weekly stipend on which he is expected to live in idleness is not a very constructive method. With the breakdown of confidence in the pension system, it was realized that the only real compensation for disablement was restoration of capacity for self-support. It was further realized that very few jobs require all the physical faculties and that in the present-day variety of industrial processes, it is possible to find a job in which a man with a given type of disability can function 100 per cent efficient. Some jobs are standing, some seated, others require walking about, some jobs at a bench working on small articles require but little strength, others involve great physical exertion. Still others do not require the sense of hearing, in others the sense of sight is not essential. Finding the future work of the disabled man, therefore, requires expert and painstaking choice, but a successful selection is possible even for the seriously handicapped. The first aim is to place the man back in a different job in his own trade or in a trade closely related. In such a job his past experience will stand him in good stead. Failing this, he can be re-trained for a different line.

The process of re-training the disabled is known as re-education, and can best be provided in a special school for crippled men. The first school of this kind in the United States is the Red Cross Institute for Crippled and Disabled Men, established in New York City through the generosity of Jeremiah Milbank. At this school, open to disabled civilians and soldiers alike, six trades are already being taught: artificial limb making, motion picture operating, oxy-acetylene welding, printing, jewelry work, and mechanical drafting. More will be added as the demand develops. Graduates are already giving satisfaction in the jobs to which they have been graduated, so the enterprise has passed the experimental stage. And in the results attained with disabled soldiers abroad there is overwhelming evidence of the logic and practicality of rehabilitation.

The cost of soldier rehabilitation is being met by the United States Government and by the governments of some of our allies. It will be admitted without argument as desirable that the advantages of re-education be made available to disabled civilians as well, but will not the cost be prohibitive? The fact is that rehabilitation effects a reduction rather than an increase in the cost of disability to industry or to the community as a whole.

A typical case will illustrate how the saving is effected. A worker in Massachusetts was injured by a fall while working inside a submarine and his hand became permanently crippled. In due course his compensation rate was determined and he was referred to the insurance carrier to be paid ten dollars a week for a long period, with a maximum total payment of four thousand dollars. Since the disability was manifestly permanent the insurance company wrote the case off their books as a four thousand dollar loss and transferred that amount to reserve to cover the weekly payments. After the compensation had been paid for nearly a year, a new official of the insurance company began looking over the list of men to whom the company was paying compensation. His attention was directed to the man in question and the latter was requested to call at the office of the company. The case was like many thousands of others susceptible of rehabilitation for self-support, so the insurance company official put a proposition to the man in very frank terms. "I believe that you can be trained to earn a good living. I want you to understand very clearly, however, that this proposal is to the financial advantage of the company, but I also believe it is to your advantage as well. A total income of ten dollars a week is not very attractive to you and you would probably rather return to work at a good wage than remain idle. If you will consent, the company will send you to a school of re-education and see if we cannot get you back on your feet in good shape."

The injured man consented to the proposal and the company sent him to the Red Cross Institute in New York. They began to pay him not ten dollars a week as required by law, but forty dollars a week, twenty to him in New York and twenty to his wife at home. The company also paid liberally his traveling expenses in both directions. In the period of eight weeks he was re-educated in oxy-acetylene cutting and welding and returned home. He is now making not only a satisfactory wage, but twice as much as he had ever earned before the accident took place.

In the whole transaction every party at interest was benefited. The man was advantaged in that his general living standard was distinctly raised, and the necessity of working for his living could not be considered as a hardship. The company paid less than five hundred dollars for his rehabilitation and this expense in conjunction with the five hundred dollars already paid in weekly compensation during the first year of idleness made a total for the case of one thousand dollars. They was thus enabled to charge three thousand dollars of profit to the account of profit and loss. The community was infinitely the gainer in that the man, formerly an unproductive consumer, became a useful producer instead. The community further gained in the elimination of the disabled man from the category of a prospective dependent, because while compensation might have taken care of him in a very insufficient way during the period of idleness, there would have come a time when compensation ceased and then he would have been in a desperate economic status indeed—confirmed in habits of idleness, untrained for skilled work, and without any source of support.

A more intelligent handling of disability by insurance carriers will, therefore, reduce their expense, and will thus cut the cost of casualty protection to the employer. There is needed also, however, some revision of compensation laws so that there may be definite encouragement to insurance carriers to offer opportunity of rehabilitation and definite encouragement to the disabled men to take advantage of it. Practically every compensation case that has ever come to the Red Cross Institute has come on the day his compensation expired. For one year, for two years, or for four years the man has existed in idleness, drawing compensation, and cultivating habits of indolence. When his support was cut off, he then became interested in re-habilitation. Present compensation legislation tends to encourage the man to remain idle because his payments are reduced by any improvement in earning capacity. A revision of this practice will make for more constructive provision.

In short, the first effort should be to prevent injury, the second to minimize its per-

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manent effects, the third—when disability has ensued—to offset its economic consequences. The execution of this complete program is not only sound humanitarian practice—it is good business as well.

SEAMEN'S RIGHTS IN HAWAII.

(Continued from Page 7.)

of all his witnesses taken at any time after service of process. He did not see fit to do so. That was a matter for him. The steamship put into this port for the purpose of taking on coal and for repairs, which coal was furnished by that highly patriotic corporation, the Inter-Island Steam Navigation Company, Limited. The repairs were not completed until about two days before the vessel sailed, and all the statements about the vessel being held up are wholly groundless. In the case against the S. S. "Oakwood," process in rem was not issued against the steamship but an order to show cause was obtained and the master was simply required to show cause why process should not be issued, and after hearing the court refused to issue process and the libel is still on file. It is impossible for counsel upon the ex parte statement of seamen to ascertain whether or not they will succeed in the suit and the only way to find out is by a hearing in court, which hearing is provided for by act of the United States Congress. Let me add that I have never solicited this kind of business or engaged any person or persons to bring this business to my office, and whatever reputation I may have as an humble member of the bar as an admiralty practitioner has been gained by close application and fair dealing with all seamen by whom I have been engaged and I feel that I need make no apology for pursuing my high calling and in taking the cases of poor and friendless seamen who come into this port and are entitled to the protection of our laws and of our flag. It may be that some rich and patriotic lawyer who has amassed a fortune in fees obtained from corporations and the wealthy may abandon his practice and without fee or reward attend to all litigation for seamen free of charge. This no doubt would be highly gratifying and worth while, but who is there to do it, and even if such a person should exist who is willing to do this, the seamen may not be willing to ask for his services or to retain him.

So long as the United States courts exist and there are men who go down to the sea in ships and do their business in great waters and while ships are manned by sailors there is bound to be disputes and litigation and as involuntary servitude except as a punishment for crime is prohibited by the United States Constitution, Congress will not again revive the barbarous and unjust laws against seamen. Judge Dole in the case of Mahoney vs. "The Brenda," 2 U. S. District Court Reports, 410, said:

"The British shipping act being harsh in its provisions toward seamen and creating a servile condition should be liberally construed in favor of seamen."

Congress has abolished corporal punishment and arrest for desertion and no doubt are endeavoring to place seamen upon the same footing as any other honest laborer of the Republic, and it is a monstrous proposition to say that seamen shall not have process in rem against a vessel whose owners are thousands of miles away. There is no other remedy except to bring the proceedings in rem, process cannot be served upon the owners and it is useless to sue the master, and Congress therefore passed the act of July 1, 1916, the provisions of which are quoted above. It is unnecessary to say that the United States courts will in no way be influenced by the publication of such sensational articles and editorials as have lately appeared in the two dailies in Honolulu, and whoever inspired these articles did so without knowing what he was talking about. The statements contained in these articles so far as they refer to any litigation on behalf of seamen in which I was proctor or in which I am now engaged are absolutely false and untrue and the fullest investigation will disclose and corroborate the statements herein contained. These newspapers cannot prevent seamen from having their day in court, nor of availing themselves of the provisions of the act of Congress of July 1, 1916, herein referred to, and the Constitution of the United States has granted jurisdiction to the United States courts by Article III, Section 2, over all cases of admiralty and maritime jurisdiction, and this cannot be taken away even by Congress itself.

The Supreme Court of the United States by a decision filed on May 21, 1917, in the case of the Southern Pacific Company vs. Jensen has left no room for doubt that no interference with this grant of power and jurisdiction will be tolerated and it declared the Workmen's Compensation Act of the State of New York in so far as it interfered with the grant of power and jurisdiction given by the Constitution to be unconstitutional. Seamen have the same rights as any other people to engage any counsel they may select and all counsel have got to do is to act honorably and uprightly, and the younger members of the profession who want to follow this branch of the law so long as they get clean business and deal honorably with seamen and pursue a straight course need have no fear of the result. It is a clean, straight and honorable thing for any lawyer to endeavor to enforce the provisions of the act of Congress of July 1, 1916. No further attention will be paid by me to any articles or editorials that shall hereafter appear in these newspapers and the conduct of my business will be regulated by myself under the supervision of the courts having jurisdiction.

GEO. A. DAVIS.

Dated Honolulu, Hawaii, Jan. 27, 1919.

A REAL HEALTH ALMANAC.

One of the almanacs of the sixteenth century bore the following title:

"Pronostycacyon of Mayster John Thybault, medycyner and astronomer of the Emperyall Majestie, of the year of Our Lorde God MCCCCCXXXIJ., comprehending the iij partes of this yere, and of the influence of the mone, of peas and warre, and of the sykenesses of this yere, with the constellacions of them that be under the vij planettes, and the revolucions of Kynges and princes, and of the eclipses and comets."

We are still prognosticating on the subjects of "peas and warre, and the revolucions of Kynges and princes," but the United States Public Health Service in its Health Almanac for 1919 is not content with chronicling our various ills, but preaches prevention of the "sykenesses of this yere."

In addition to the monthly calendar of health hints and notable events, this almanac discusses such topics as the following:

Control and prevention of infectious diseases, as pneumonia, common colds, tuberculosis, infantile paralysis, typhoid fever, smallpox, trachoma, hookworm disease, and venereal diseases.

Disposal of Human Excreta.

Importance of Clean Drinking Water.

Care of the Teeth.

Care of Milk in the Home.

What the U. S. Public Health Service is doing to protect the health of the people of the United States.

Copies of the 1919 almanac may be obtained free upon application to the U. S. Public Health Bureau, No. 3 B Street, S. E., Washington, D. C.

Australia and New Zealand may soon own the most valuable phosphate deposits in the world if a movement that has been started with this end in view is favored by the British Government. These deposits were formerly owned by Germany, but were taken over by Great Britain following the outbreak of the war. They are located on Nauru (Pleasant) Island and Ocean Island, which, in turn, are located about half-way between the Marshall and Solomon Islands, northwest of New Zealand. In a report to the Department of Commerce, Consul-General A. A. Winslow, who is at Auckland, says of them: "The islands, of coral formation, have for ages been the rookeries of sea birds, which have deposited guano that has impregnated the limestone, forming phosphate rock forty feet in depth. The quantity of phosphate available is estimated at 500,000,000 tons, and as fertilizer is said to rival the famous nitrate fields of Chile. This phosphate possesses 85 per cent. of manurial value, as against about 27 per cent. for the best English phosphate."

Demand the union label upon all purchases!

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

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MILWAUKEE, Wis.....151 Reed Street
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MARINE COOKS AND STEWARDS' UNION

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Buffalo, N. Y., 35 West Eagle Street
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UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

Marine Hospitals:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

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Labor News

A conference of all persons and organizations interested in negro labor problems was held at Washington by the Department of Labor on February 17 and 18.

Investigators for the Department of Labor find that in nearly a third of all industrial plants inspected in Indiana women are employed more than ten hours without overtime. Only ten per cent. have an eight-hour day.

The United States Steel and Carnegie Pension Fund paid out $709,-059.82 to retired workers during 1918, who numbered 2,861. During the eight years the Fund has been in existence the amount paid out amounts to $4,367,107.55.

In copper mining circles there has been considerable agitation looking to a general reduction of the prices of labor. Big business is looking to the reduction of wages among copper workers to set the example for similar reductions in other branches of industry.

Federal Judge Dyer of St. Louis, Mo., has ordered that 300 employees of the Missouri Plate Glass Company be paid $13,000 back wages. The firm went into bankruptcy because of debts aggregating $285,000, and Judge Dyer held that the workers have a preferred claim.

A survey by the Women in Industry Service of the Department of Labor in Indiana indicates that the ten-hour day without overtime is the rule in more than one-third of the plants. Only 10 per cent. of all the establishments have the eight-hour day. Working weeks as long as eighty-eight hours were found.

A bill to establish the State Cossacks in Illinois has been introduced in the Legislature. Officers of the State Federation of Labor have called upon trade unionists to protest to their representatives. Attention is called to this section of the proposed law on the duties of Cossacks: "To arrest, without warrant, any person they may have reasonable cause to believe has committed an offense." Under this section there is no limit to the number of striking workers that the Cossacks may jail.

Efforts at accident prevention have reduced death one-half and minor injury two-thirds in the iron and steel industry in the last ten years, according to Bulletin No. 234 of the United States Bureau of Labor Statistics. In 1907, of every 1000 men employed in that industry 242 were were killed or injured. In 1917 the proportion had been reduced to 81 per thousand. The proportion undoubtedly would have been much lower in the later years, says the bulletin, but for the introduction of new labor and the great movement of labor during the war.

The National Committee for Organizing Iron and Steel Workers reports remarkable progress in unionizing the industries concerned. After years of failure in working on separate lines, the American Federation of Labor adopted the principle of united effort. The twenty-four most important crafts among iron and steel workers are now combined. They have a membership of over 1,500,000. It provides a sphere of action for every worker, "regardless of color, sex, or occupation." Many great plants, both East and West, have been thoroughly unionized, and many of the secondary centers of the industry are falling into line.

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Abolin, K.
Alen, Hans
Abrahamson, John
Anderson, Olaf
Anderson, Martin
Andersen, Andrew
Anderson, Otto E.
Anderson, Thomas
Anderson, John Fred
Anderson, Reginald
Anderson, Charley
Anderson, Paul Walfred
Andreas, Carlin
Andersen, John
Alen, Hans
Akesen, A. R.
Anderson, Sam
Backstrom, C. F.
Barker, B.
Baptista, L.
Baumgartna, Gust
Bergen, Gustav H.
Berglund, Iver
Bergstrom, Karl
Berensen, Albert
Bjorkstrom, Saphia
Bigel, Johann
Boysen, J.
Burke, Carl
Bjornstrom, A. W.
Bugge, J.
Buegel, Johan
Brandberg, G.
Bruce, Robert
Brumley, S.
Ball, W. J.
Berg, K. G.
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Carlmark, B. G.
Chamberlain, L. C.
Carney, James
Carrol, J.
Carstensen, C.
Clausen, Alex
Caglan, Joe
Collin, Geo.
Cunningham, James
Cormack, Wm.
Carlson, J.
Dahlstrom, Arthur
Daly, John
Drage, John
Davis, Harold
Dean, James W.
Dutton, Henry
Dahlberg, Eric
Donovan, John
Eaton, Isaac
Ellison, John E.
Engstrom, Fred
Ellison, John E.
Eliasen, P.
Eltman, K.
Edwards, John
Ekdake, Fred
Erickson, John
Eckstrom, George
Fiddes, Wilfred
Fortig, John
Forstrom, Oskar
Forsberg, S. L.
Fosi, Andrew
Funk, Elmer
Fernquist, C. W.
Farquhar, B.
Felsh, Chas.
Gabrielsen, Peder
Gabrubsen, P.
Givens, J.
Gjardal, Soren
Gassom, Joe
Grigalert, Erdman
Gronberg, Theodore
Grue, Olliver
Gullipsen, G. S.
Gustavsson, Axel
Gronseth, Johan
Gittler, Karl
Gran, A. -1116
Hansen, Siguard H.
Hein, John
Holmstrom, Harry
Houston, Bobert
Hvid, H. P.
Hilliard, C. R.
Hansen, Adolf
Hanson, Jorgen
Holke, G. P.
Iversen, P.
Jarl, Emil
Jacobsen, Oscar
Jacobsen, Adolf
Johansen, C.
Johnson, Richard
Johnston, Ed
Johnsen, Angell
Jorgensen, Ed.
Jewell, Charles
Jensen, Henry
Jorgeson Fredrick
Jensen, Hans
Johson, E. C.
Johnson, Gust
Karlson, Erick
Karlson, Ingvald
Karlson, Arvid
Keane, John
Keilema, Mees
Kaarbo, Edar
Kiely, John
Kive, Carl
Kippel, Louis
Kofoed, Geo.
Kaskinan, W.
Kulek, John
Kuten, A.
Kristensen, Kristoffer
Kroon, Zion
Kruger, Gusta
Karlson, G. A. -1190
Knudsen, B.
Larsen, Hans
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Lavi, Waino
Lakey, Chas.
Link, C. M.
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Lyons, Stephen
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Larsen, Alexander
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Liljegren, S. D.
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Matokka, —
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McPherson, James
Muier, James
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Magnusen, C. G.
Mathisen, Jorgen
Mitchell, Alex
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Nelson, Axel
Nelson, Laurits
Naro, H.
Nilson, Christ
Nilson, Joseph
Nilson, H. L.
Norberg, Axel
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Nelson, A. H.
Nordhohn, Anton
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Pedersen, P.
Pedersen, N. B.
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Rasmussen, Page
Rasmussen, Peter
Rantanen, H.
Raad, Sigurd
Rontved, I.
Roskinen, Waino
Reinhold, Gustaf
Reyheim, O.
Risnes, Georg
Rockower, Max
Ronkved, Oge
Ronning (Package)
Sametsen, Emil
Salversen, T.
Sheppard, Geo.
Schmidt, Emil
Smith, Geo.
Smith, Erick
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Scedsma, Billy
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Slack, Philip
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Sorensen, Chris J.
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Sauer, Ernil
Sorensen, Henry
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Williams, O. C. W.
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Wick, John
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Bedin, E.
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Christensen, Wm.
Damberg, Aug.
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Eriksen, John
Forsel, C. A.
Glynn, Frank
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Hagen, Louis
Hagman, Edward
Hansen, J.
Hanson, Ole
Hanson, William
Jakobsen, Jack
Jewett, Charles
Johansen, Gus.
Johanson, Charles
Johanson, F. C.
Johanson, Hans
Johanson, J. G.
Kuhn, John
Larsen, Olaf
Larsen, Lauritz Gotfried
Lindberg, A.
Ludvig, Jack
Mittchel, Joseph
Morris, Frances
Nannestad, Arthur
Nilson, Carl
Olsen, Johan Oscar
Olson, Anskar
Osberg, Ansgar A.
Overwick, Tom
Peterson, Robert
Rod, Sakarias
Sheldon, C. B.
Simonds, J.
Steen, J. I.
Sundberg, K. K.
Taube, August
Tobi, August
Thompson, A.
Vujanovich, Vasil James
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Barnard, O. W.
Bedford, A.
Bjork, Gustav
Brandt, Arv.
Browen, Alexander
Burmeister, T.
Bjerk, G. T.
Brun, Mattia
Brant, Max
Barrot, G. .
Brandt, H.
Bengtson, S.
Bohm, Aug.
Davis, Jonh
Doll
Eliassen, H. C.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Holm, Wm.
Halvorsen, Elmer
Huse, E.
Jansson, John
Jansson, J. A.
Jeandeville, P.
Johanssen, John F.
Johnson, Hilmar
Khamp, S.
Kallas, O.
Kennedy, J. R.
KanKaanpaa, J. E.
Lindroos, A. W.
Malkoff, Peter
Meiners, Herman
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Pedersen, Alf.
Pedersen, N. B.
Petterssen, C. H.
Hahlf, J.
Rank, A.
Risenius, Sven
Rosenblad, Otto
Stenroos, Frank
Svenson, B.
Svenson, Gustaf
Sundquist, Walter W.
Torin, Gustaf A.
Thompson, Alex.
Valfors, Arvid
Williams, T. C.
Wilson, W.
Wendt, Walter

INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

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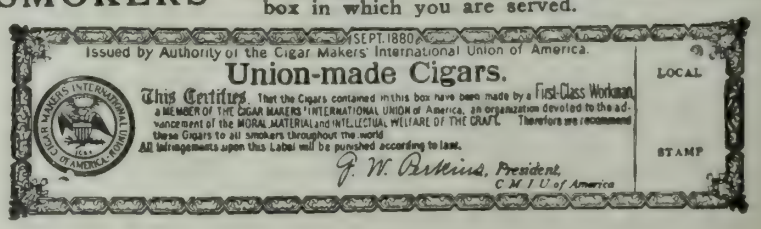

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Ahren, Wm. J.	Lackey, C.
Backman, Peter W.	Larsen, C. J.
Bjork, Rudolf -2206	Larsen, Carl C.
Bohm, Franz	Larsen, Hans
Brandt, Arvid	Miller, Harry
Brandt, L. J.	Mikkelsen, Harry
Buckley, Edw. A.	Mattsen, S. H.
Carlson, Carl G.	Murphy, Francis Leo
Christensen, H. P.	Muller, Robt. R. O.
Christensen, Einar	Nordman, Alek
Clifford, Patrick	Nielsen, Jens
Danielsen, Eric	Nilsen, Chas.
Dahl, Ludwig J.	Nogat, E. G.
Doehring, Otto	Nelson, A. S.
Eikland, Ole	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Olsen, Kristian
Guthrie, V. A.	Pope, Herbert
Geiger, Joe	Powell, H. A.
Graaf, John D.	Paulsson, Herman
Haikka, T.	Peterson, Frank A.
Kangasniumi, E.	Petersen, Anton -1675
Henriksen, Henrik G. V.	Petter, G.
Hoffmeister, M. A.	Rensmand, Robert
Harding, Ellis	Ruisgaard, Soren
Hartman, Fritz	Richter, N.
Henricksen, Christian G.	Rosenblad, B.
Halligan, Thomas	Siebert, Gust
Hauschild, B.	Sprog, John M.
Johansson, Charles -2407	Swanson, Fread
Johnson, Karl	Swanson, Ernest
Jorgenson, Earl	Swenson, C. E.
Jensen, H. T.	Tonnisen, P.
Johansen, Johan	Thompson, Walter S.
Johnson, Emil P.	Thoresen, Ingwald
Jespersen, Martin	Tuhkanen, Johan J.
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INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

INFORMATION WANTED.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

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What good could all the gold in this world do for a drowning person, for one who is dying, for one who has lost his youth prematurely—for the woman who has lost her charms?

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When your stomach is not performing its functions properly, the food goes through your intestinal tract undigested—the result is a poor blood supply—without blood you cannot live.

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If you are suffering—try it today.

If you are healthy—send for it today—you can never tell when it may be needed.

Remember—Wealth is not everything—Health above everything.

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Home News

Armour & Co. in their annual report for the year ended November 2, 1918, show a net income of $15,247,837, as compared with $21,293,563 in 1917, and $20,100,000 in 1916. Gross income after deducting all charges. The company's surplus is shown in the report to be $69,366,799, as compared with $56,126,680 in the year previous.

A Federal department of education with a secretary who shall be a member of the Cabinet is the principal educational need in the United States, in the opinion of President P. L. Campbell, of the University of Oregon. A bill providing for such a department has been introduced by Senator Hoke Smith of Georgia.

The rumor was circulated that $15,000,000,000 had been returned to the Treasury as a result of the armistice, and that another Liberty Loan was therefore unnecessary. This wild story was effectively denied by Secretary of the Treasury Carter Glass, who said that, as matter of fact, the Government had been forced to borrow between four and five billion dollars.

The House Committee on Post Offices and Post Roads has voted to return the telephone and telegraph systems to their owners on December 31, 1919. This is taken as a notification that the Republican members are set against the idea of public ownership. Some of them are reported as rejoicing that the vote showed that "the Administration was licked to a frazzle."

Robert W. Woolley, Interstate Commerce Commissioner, speaking at the University Club in Buffalo went even further than Mr. Adoo in his endorsement of Federal ownership of the railroads. He declared that the taking over of the railroads averted a disaster and the conduct of the roads in the months of the war proved the practicability and wisdom of Government ownership.

Following the receipt of a vigorous message from the President, the House and Naval Affairs Committee unanimously reported the bill for a three-year naval program, involving an expenditure of $600,000,000. The construction of the ships is not to begin until February 1, 1920, and it is provided that the program may be suspended if a competent instrumentality for international peace is set up in the meantime.

Senator Harry New of Indiana has introduced a bill in the Senate for universal military training. Under the bill all youths on reaching the age of eighteen years are to be subject to training for a continuous period of not more than one year. Senator New said his bill was merely a "nucleus," and he asked advice from the Military Affairs Committee and the General Staff. He said he did not expect it to be passed by the present session of Congress.

Approximately one-tenth of the population of the United States is composed of unnaturalized aliens, according to Raymond F. Crist, Deputy Commissioner of Naturalization, who said that such a condition would not be permitted by any other country and appealed to American citizens to help in making citizens of alien residents. He said there were 10,500,000 aliens in this country who still retain their allegiance to the land of their birth.

Domestic and Naval

The steamship "Binghamton," 2143 tons gross, 1549 net, built at Buffalo in 1882, and owned by the Atlantic & Pacific Coast S. S. Co., New York, and the steamship "St. Paul," 2029 tons gross, 1222 net, built at Chicago in 1897 and owned by the United States Steamship Company, New York, have been sold to the American S. S. Co., New York.

Eight Japanese, enlisted men in the United States Navy, were naturalized on February 19 in the Federal Court at Philadelphia, thus complying for the first time in that city with the law of May 9, 1918, providing all men in the service may become citizens. In admitting the Japanese to citizenship, Judge Thompson said: "Any man who is good enough to fight for this country is good enough to be one of its citizens."

The Bureau of Navigation, Department of Commerce, has issued a statement showing that seagoing American merchant ships of 1000 tons or over on January 1 comprised 1633 vessels of 5,656,856 gross tons, of which 1344 of 5,138,644 gross tons were steamers and 319 of 518,192 gross tons were sailing vessels. In addition, the War and Navy Departments are operating former merchant ships numbering 55 of 396,829 gross tons.

Announcement is made by the United States Steamship Company that while the income from its subsidiaries in the past six months was $2,204,753, or almost six times the usual bi-monthly dividend requirement at the rate of 1 per cent. regular and ½ per cent extra, the uncertainties of the steamship and shipbuilding situation have decided the directors to defer action on the dividends to the next meeting of the directors. Normally the next dividends would have been paid on March 1.

Chairman Hurley of the Shipping Board announced during the week that he had arranged with the United States Chamber of Commerce to get an expression of opinion from business, civic, industrial and labor organizations of the United States upon the policy that should be adopted by the Government toward the merchant marine. He said a series of questions would be telegraphed immediately to secure opinions on ship construction, Government or private ownership and operation and all other questions bearing on the situation.

A report of the United States Coast and Geodetic Survey states that the schooner "Matchless" was employed on a topographic revision and hydrographic resurvey of Hampton Roads during the month of January, 1919. Additional prominent objects and signals to control the hydrography and topography were located, and the topography was completed for a distance of four miles from Old Point Comfort along the north side of Hampton Roads. The hydrography done included a belt one and one-half miles wide across Hampton Roads, the completion of the hydrography of the Chesapeake Bay sheet in the approach to Hampton Roads, and a complete resurvey of the dumping ground between Willoughby Bank and Willoughby Spit. The plotting of the hydrographic sheets of the Chesapeake Bay work was also completed during the month.

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Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Adams, A.
Adock, John
Adolfsen, John
Ahlburg, M. E.
Ahokas, I.
Alder, L.
Amnell, A.
Andersen, A.—2031
Andersen, Albert
Andersen, C. Frank
Andersen, Christian
Andersen, Jens
Andersen, Ole
Andersen, O. -1118
Anderson, E. E.
Anderson, Erik
Anderson, Nils F.
Anderson, R. P.
Anderssen, Edw.
Andersson, Gustaf
Andersson, G. -2161
Anderson (Steam-Beer)
Anderson, V.
Andersson, A. -1060
Andersson, O. A.
Andreasen, H. -1477
Andreassen, Laurotz
Andresen, Jorgen
Anker, A.
Antonsen, Arthur
Antonsen, Marius
Antonsson, Gustaf
Appleton, George
Aris, John
Aune, B.
Austin, Thomas
Axelsen, H.

Baardsen, T. F.
Backstrom, Charly
Backstrom, Fridolf
Ballod, F.
Bambridge, T.
Barlow, R.
Befelin, E. V.
Berg, H. A.
Berg, Harold
Bergstrom, J. M.
Billington, M.
Blindheim, A.
Blixt, Gustav
Blom, Nils
Blomgren, Carl
Bolstad, Hans
Bono, V.
Borgen, Arne
Boyer, Rob
Brandt, Fred
Brevick, John
Bye, Alf
Bye, Kristian
Byglin, O. O.
Bugel, Joh.

Carlson, J.—861
Carlson, August
Carlson, Anders
Carlson, E. -1769
Carlson, C. S.
Carlson, Carl
Carlson, H.
Carlson, Oscar
Castelein, F.
Chalmers, James
Charlotte, G.
Chilcott, Geo.
Christensen, A. J. P.
Christensen, C. D.
Christoffersen, G.
Christensen, H. C.
Christensen, Lauritz
Clingan, P. R.
Cochrane, Rob.
Conolly, O.
Conradtsen, K.
Corron, G. R.
Cornelius, L.
Corrigan, R. B.
Crane, H.
Crosiglia, G.
Cunbre, Joe
Cunningham, James

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Danielson, Olaf
De Rady, Henry
Derrick, H.
Deswert, William
Deur, Leo Le
Dunkel, Mike

Edmonds, Jack
Egan, J.
Engstrom, Ben
Engstrom, Carl
Enstrom, Chas.
Erickson, John
Ericson, Ludv.
Eriksen, Ole
Erikson, E.—38
Eriksson, Edward
Eriksson, Gustaf
Eriksen, Guttorm
Eriksen, Peder C.
Erikson, J. E.
Evensen, Martin
Everett, W. J.

Fagerly, O.
Fainke, Richar
Farrell, B.
Ferguson, Robt.
Ferguson, Emmett
Flaherty, E.
Fingberg, A.
Ford, Douglas
Forsman, Alfred
Frandsen, Frank
Freeman, Sven
Fredericksen, D. D.
Fryxell, N. W.

Gabrielsen, Elling
Gallagher, W. J.
Garcia, O.
Gasch, Billy
Gibson, W.
Golden, R. L.
Graham, E. G.
Gregg, Oliv.
Grover, Perry
Gullaksen, Hans
Gundersen, Andreas
Gustafsen, A.
Gustavesen, Tony
Guthre, Raym.

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Hansen, Reinols
Hansen, Adolf
Hansen, Gotf. I.
Hansen, H. M.
Hansson, Harald
Hansen, Hartw.
Hansen, Hauger
Hansen, J. -2354
Hansen, M. -968
Hansen, O. W.
Hardman, L. L.
Haynes, R.
Hellman, H. W.
Henriksen, Johan
Hecker, W.
Hermanson, C.
Hermansen, L.
Hertig, Erwin
Hesketh, Rob.
Hickey, John
Highland, Daniel
Hille, Albert
Hingren, J. H.
Hobbs, Frank
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Hollander, D.
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Holm, A.
Holm, Nils W.
Holman, William
Holmgren, Carl
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Isaksen, Kristen
Isaksson, Karl

Jacklin, Chas.
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Jacobs, Finton
Jacobsen, Karl
Jacobson, John
Janse, Elith
Jensen, H. -1555
Jensen, Karl
Jensen, Antton
Jensen, John F.
Jewel, Albion
Jensen, Emanuel
Jensen, Gustav
Jensen, H. -2425
Jensen, Jens
Jensen, Lorentz
Jenson, Harry
Johannessen, Karl
Johansen, Walter
Johanson, A. H.
Johanson, Carl
Johanson, J. -880
Johansson, Fran
Johnston, Ed.
Johanson, Fred
Johnson, Olot
Johnson, Berh.
Johnson, E.
Johnson, A. B.
Johnson, Matt
Johnson, Norman
Johnston, Leslie
Johnston, E. M.
Johnstone, J.
Jonson, P. W.
Jorgensen, H.—2458
Jorgensen, Jorgen

Kaasik, August
Kahl, W. E.
Kallanen, M. J.
Kallberg, Arvid
Karlsson, August
Kjellberg, A. C.
Karman, Wm. B.
Kassick, Christof.
Katchorin, Jacob
Kelly, E. -1015
Kennedy, J. R.
Killerson, L.
Kittelsen, Karl
Kive, K.
Klemensen, E.
Klink, A.
Knight, Henry
Knappe, A.
Korbee, H. J.
Knoph, Lewis
Koppel, John
Koskinen, W. A.
Kost, J. D.
Kristensen, K.
Kristoffersen, Gunvald
Krogseth, S.
Kruse, Chas.
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Kugan, J.
Kjarstad, Elias

Langnar, A.
Larsen, Axel
Larsen, Ing.
Larsen, K.
Larsen, Alf
Larsen, Arthur
Larsen, Finwald
Larson, C. A.
Larson, L. H.
Larsson, Herbert
Larsson, Ragnar
Latham, Thomas
Lebarron, Mk.
Legoth, Jack
Lerch, Chas.
Lesslie, L.
Lewis, Harry S.
Lewis, Owen J.
Liisberg, P.
Lindblad, Gust.
Lindgvist, Chas.
Lindner, John
Link, A. -731
Linsner, P. K.
Littchen, A.
Loberg, Bror
Lofgren, R.
Loining, Herman
Lono, Einar F.
Loughrey, C. W.
Luckman, Eddy
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Lunde, M. O.
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Lunder, Harold
Lundquist, R.
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Madsen, Frode
Madsen, Jack
Madssen, L.
Magnussen, M. B.
Magnuson, E. W.
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Martinsen, Thomas
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Mathiesen, L.
Mathsen, L. N.
Maymsen, H. R.
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McCormick, L.
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McDonald, W.
McGuire, Milton
Mortensen, Bjarne
Miller, Harry
Miller, R. E.
Mokew, W.
Monsen, C.
Mortensen, -2191
Motter, F. A.

Nannestad, A.
Neauman, John H.
Nelsen, Chris
Nelsen, Rangval
Nelson, Herman
Nelson, Phillip
Newman, M. -1423
Nickolsen, L.
Niemi, Kaarlo
Nielsen, H. P. R.
Nielsen, Harold J.
Nielsen, Johannes
Nielsen, P. L.
Nielsen, -1314
Nilson, Charley
Nilsen, E.
Nilsen, Carl
Nilsen, Jens
Nilsson, Reinholdt
Nolen, Axel
Nordbeck, Hj.
Nordstrom, H.
Nordstrom, E.
Norberg, J. A.
Nordbye, Jacob
Nordenby, T.
Nordkvist, K. E.
Norling, Gust
Norman, Harry
Norton, E.
Nurmi, W.
Nurminen, John
Nyberg, Otto

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Olsen, C. J.
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Olsen, Charley
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Olsen, Hans
Olsen, Herbert
Olsen, O. -1020
Olsen, O. -1179
Olsen, O. -1325
Olsen, Peter
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Olsson, C. -1101
Olsson, Hj.
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Persson, Guss
Petersen, Geo.
Peterson, Victor
Peterson, M.
Petersen, O. -1595
Peterson, John
Peterson, Knut
Pettersen, Harry
Pettersen, Hagbart
Pettersson, O. -1551
Pettibone, G. R.
Petsakos, J.
Pokos, V.
Powell, H. A.
Powell, Patrick
Prestegaard, W.

Ramstad, A.
Ranta, Hj.
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Rasmussen, Karl V.
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Samuelson, Ingw
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Smyth, Joseph
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Swensen, Anker
Syversen, Ansgar

Tamisar, Peter
Tanman, Robert
Tapper, -1115
Thor, L.
Thorn, Edm.
Thorsen, Fred
Thorsteinssen, S.
Thorvig, H. C.
Tikka, Waldr.
Tillman, A. E.
Toomey, Paul
Torjusen, G. -41
Torvik, S.
Townsend, A.
Travaten, H. A.
Trovik, Harold
Turning, Einar
Turnquist, N. N.
Tysk, J. H.

Ulla, C. O.
Unkila, Paul
Unwin, H.

Van Der Graaf, J.
Van Roon, A.
Van Vleet, F. B.
Veckendstedt, Wm.
Veneker, Chas.
Vera, Oscar
Vihavainen, Geo.

Walker, James
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Wally, Michael
Walters, H. R.
Wapper, John
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Wickman, W.
Wilson, Arthur
Wilson, John
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Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

News from Abroad

The Danish Cement Shipbuilding Company has decided to close down the new process and revert to wood and steel. The reason given by the directors is that cement shipbuilding is not profitable.

Canada is intent on the business of transforming "casualties" into farmers. Not only is she generous in allotments of land to her returned soldiers, but she trains them on farms and in agricultural colleges.

Three American meat packing companies have recently been established in Paraguay. One of the American meat packing companies has acquired extensive quebracho lands in northern Paraguay, on which an extract factory has been built.

According to the Hamburger Fremdenblatt for December 15, the following was the value of the coins turned out in German mints during the month of November: Silver 50 pfennig pieces, 1,269,328 marks; iron 5 pfennig pieces, 1,745,567 marks; zinc 10 pfennig pieces, 1,293,915 marks; aluminum 1 pfennig pieces, 1,785 marks.

At a special session of the New Zealand Parliament in October the Minister of Finance recommended that $4,866,500 be devoted to acquire lands for soldiers and $2,433,250 for assistance to soldiers on their return. Up to November 28 on an available acreage of 394,219 only 1000 out of a total of 25,000 returned men have been settled on farms.

It has been announced that the Forestry Department of the New Zealand Government will be allowed $729,975 for development work during the coming year, and it is proposed to outline a liberal policy along the line of reforestation, especially covering the question of white and Norway pines that are found so exceptionally useful in this part of the world.

The first of the four ferroconcrete ships to be built at Warrenpoint, Ireland, for the Ministry of Shipping has been launched. The vessel, which is named the "Cretefarm," is of 1000 tons dead-weight carrying capacity, about 200 feet in length, with a beam of about thirty-five feet and a draft of fifteen feet. The yard at which this ship was built was opened in February, 1918, and is the only one of its kind in Ireland. At present it employs 400 hands. The vessel is built on the Monchel-Hennebique monolithic system.

According to the most authentic information available, 181 steamers, each having a capacity of more than 1,000 tons deadweight, aggregating 1,189,295 tons, will be built at various leading shipbuilding yards in Japan in 1919. With peace restored, many small shipbuilding concerns which have been started at various different places in this country in such rapid succession since the war and which have no strong financial backing are destined to disappear soon. On the other hand, such large corporations as the Kawasaki Dock Co., of Kobe, the Mitsubishi Shipbuilding Co., both at Nagasaki and Kobe, the Asano Shipbuilding Co., of Yokohama, the Uraga Dock Co., and several others, all representative in the shipbuilding world of this country, are now contemplating expansion on a large scale for the post-bellum trade.

With the Wits

He—I want to get married. Do you think I will?

She—Don't ask me.—Judge.

"What an air of well-bred repose young Newrich has!" "Yes, but he was naturally lazy to begin with."—Boston Transcript.

"Why do you drop so many pennies in that slot machine?" "Oh, I like to patronize a proposition that hasn't raised its price."—Kansas City Journal.

Sue—Wouldn't you like to be as happy as a lark?

Prue—No, indeed. Think of the time they have to get up.—Marine Herald.

Son (reading the paper)—There's no use talking dad. Absolute unity of command is essential to victory.

Dad—That's what your mother thinks.—Life

Barber (about through with hair cut)—Does that suit you, sir?

Absent-minded Professor—You've cut it altogether too short—a little longer, please.—Boston Transcript.

Tommie (in the trenches)—Done much traveling in your day, Yank?

Yankee—Quite some.

Tommie—Ever been to Berlin?

Yankee—Not yet.—Yonkers Statesman.

The Khaki Gentleman—Do you love me, darling?

She—Yes, Jack, dear.

The Khaki Gentleman—Jack! My name's Harold!

She (who has numerous admirers—one for each day of the week)—Oh, yes, of course. I keep thinking this is Saturday.—Tit-Bits.

Her Father—And so you want to marry my daughter?

Young Man—That's what I said.

Her Father—But how do you expect to support her on an income of $1200 a year?

Young Man—Oh, come now, your income must be ten times that amount.—Boston Transcript.

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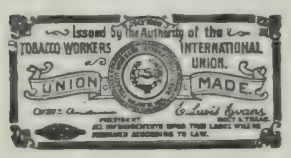

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Horace R. Taylor — Henry Taylor

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 26. SAN FRANCISCO, WEDNESDAY, MARCH 5, 1919. Whole No. 2528.

DEMOCRACY IN INDUSTRY

An Impressive Contrast Between the Rhine and the Monongahela

The International Seamen's Union of America is co-operating, financially and otherwise, with the American Federation of Labor Committee for organizing the Iron and Steel Workers.

Needless to say, the steel trust is again resorting to the usual ruthless tactics in preventing the unionizing of the various plants under its control.

Just how far the henchmen of the steel trust are ready to go in suppressing unionism is well and ably told in this page by John A. Fitch, a staff writer of the Survey. Mr. Fitch is a trained and experienced observer, and when he expresses the hope that the A. F. of L. will push this particular organizing campaign to a successful issue he doubtless has in mind the obvious consequences of failure even more than the possible results of success.

It is a long way from the Hotel Astor in New York to the mayor's office in McKeesport, Pa., and what "great captains of industry" may say in after-dinner speeches has slight influence on the activities of little second lieutenants out on the firing line. A few weeks ago Charles M. Schwab grasped the hand of Samuel Gompers at the dinner of the American Academy of Political Science in New York, acclaiming him as patriot and good citizen, enemy of Socialism and the Bolsheviki. At just about the same time the mayor of McKeesport, home of one of the biggest plants of the United States Steel Corporation, was denying to representatives of the American Federation of Labor the right to hold a public meeting, on the ground, as reported by the organizers, that "the A. F. of L. is a bunch of I. W. W., anarchists, Bolsheviki and agitators."

The Pittsburgh steel district is running true to form. Unionism was destroyed there in 1892. Since then every manifestation of an independent spirit on the part of the workers has been met by ruthless and unscrupulous opposition. It is not surprising, therefore, that the present campaign to organize the steel workers should encounter obstacles in the towns along the Monongahela more difficult than those confronting it anywhere else.

There is a National Committee for Organizing Iron and Steel Workers, with headquarters in Pittsburgh. Samuel Gompers is chairman of the committee. This committee reports that:

"In Braddock and Homestead, where halls for mass meetings had been secured and paid for, the local city officials terrorized the owners of the halls into calling off the meetings and refunding the rent money. In Rankin, where the hall proprietor had more courage than usual and refused to submit to such outrageous dictation, the local board of health was made to take him quickly in hand and close his place."

These are old tactics, well known to union organizers. Intimidation of property-owners has long been a favorite resort of employers who do not wish their employees to attend meetings. But in McKeesport, a city of more than 40,000 population, twenty miles from Pittsburgh, the situation was different. No intimidation of this sort was necessary. McKeesport had a little mayor and he had a little law. The organizers' report continues:

"In McKeesport, the un-American and unconstitutional regulation prevails that the sanction of the mayor must be had before public meetings can be held. It is impossible to hire a hall until this regulation is complied with. A. F. of L. organizers, therefore, proceeded to Mayor Lysle to secure the necessary permit for their meetings. They were refused point blank and told that the A. F. of L. is a bunch of I. W. W., anarchists, Bolsheviki and agitators and would not be allowed to hold any meetings in that city."

In spite of the reputation given the American Federation of Labor by the mayor, the McKeesport City Council has as one of its members the President of the Central Labor Council of the city. So the matter was taken to the City Council. The labor member of the body offered a resolution requesting the mayor to grant a permit. His motion did not even receive a second.

The situation was then brought to the attention of President Gompers, and on December 9 Mr. Gompers wrote a letter to the mayor of McKeesport mentioning his recent return from Europe, where he had gone "in performance of a duty in the interest of the common cause in which our country and our Allied countries were engaged," and then his meeting "with representatives of the Central and South American countries where the effort was made to establish and maintain more friendly relations among the people of all the American republics." After returning from these patriotic duties the first thing that came to his attention at his office was this refusal to permit representatives of the American Federation of Labor to hold a meeting. In his letter Mr. Gompers said:

"Permit me to say that the meetings contemplated to be held and permission for which was asked were to be meetings of workingmen inviting other men to participate and to discuss questions of importance affecting their interests, their welfare, and to discuss them in a manner always recognized as purely American. The laws of our land not only permit but guarantee the right of the holding of such meetings. I can readily understand that when our country was at war, when our cause might be endangered by reason of certain classes of meetings that as a matter of war necessity a stricter interpretation and action might find some seeming justification, but for all practical purposes the war is over, we have won a glorious victory and labor has contributed no mean part to that result. But, in any event, meetings of the character contemplated to be held in McKeesport are of a nature permissible whether at war or at peace. It is the lawful and the moral right for working men to meet in McKeesport or elsewhere. . . .

"Viewing the situation in many lands today, I submit that this of all periods is not the time when any autocratic, domineering attitude should be assumed by any government or public official. This is the time when rights are being contended for. This is the time when a larger concept of human justice and human liberty are to prevail and I commend to your very serious consideration not only the injustice but the very hazardous attitude which you have assumed in denying the right and the opportunity for free open meetings as requested by the committee to which I have referred."

Mr. Gompers concluded his letter by inviting the mayor to revise his decision and to reply at his "earliest possible convenience."

How far this Pittsburgh attitude is out of joint with the spirit of the times is shown by the progress of the campaign in other fields. The spread of organization in the steel industry in such centers as Gary, Joliet, Bethlehem and Philadelphia has become noteworthy. Employees of the Colorado Fuel and Iron Company in the steel works at Pueblo have formed a local of the Amalgamated Association of Iron, Steel and Tin Workers. Other locals have recently been organized in Cleveland, Louisville and Atlanta.

The spread of collective bargaining in the steel industry, as fostered by the employers themselves, which has been going on at such a remarkable rate for the last few months, may or may not have been inspired by the organizing campaign of the unions. The fact, however, that such a movement is under way indicates the growth of a spirit very different from that recently manifested in the Pittsburgh district. There has been no more bitter enemy of unionism and collective bargaining than the Carnegie Steel Company. At no time has it manifested greater hostility to such a movement than during the ten or fifteen years that A. C. Dinkey was its president. There is unusual significance, therefore, in the fact that it is now this same A. C. Dinkey who, as president of the Midvale Steel Company, causes a notice to be posted in the plants of that company reading, "We recognize the right of wage-earners to bargain collectively with their employers."

If this change of heart on the part of Mr. Dinkey is significant, much more so is the recent announcement of the Bethlehem Steel Company that its employees shall be granted the right to join unions if they choose to do so. This is the same Bethlehem Steel Company which, in 1910, precipitated a strike of its employees in the Bethlehem plant, when it replied to a request from a committee of its employees for one day of rest in seven by discharging the committee. The Colorado Fuel and Iron Company at Pueblo once discharged not only a committee from the switchmen in the yards, but all of the switchmen, because of the presentation by the committee of a request for higher wages. For nearly three years now the employees of the Colorado Fuel and Iron Com-

pany have been guaranteed the right, without interference from the company, to join the union of their choice.

The companies where these policies have been developed have their headquarters at some distance from Pittsburgh, but there is plenty of evidence that the virus is at work under the very eaves of the United States Steel Corporation. Youngstown, Ohio, is sometimes mentioned as being within the Pittsburgh district. It is an integral part of that vast community of blast furnaces, steel smelters and rolling mills which occupies several counties in Western Pennsylvania and Eastern Ohio. The Carnegie Steel Company has mills in Youngstown. At almost the very time that Homestead was making it impossible for a union meeting to be held and McKeesport was denying a permit to Mr. Gompers' committee, the Youngstown Sheet & Tube Company was offering to its employees a scheme of representation involving the election of committees and collective bargaining and one of the important clauses of the proposal reads, "The representation of employees herein provided for in no way abridges or conflicts with the right of employees to belong to labor unions."

The United States Steel Corporation takes pride in the thousands of its employees who put on the uniform of their country and offered their lives to make the world safe for democracy. Those of them who return are to find, apparently, that after all their sacrifice on the battlefields of France, two of the supreme essentials to democracy—freedom of speech and assembly—are to be denied them at home! No one who ever supported the recent war on the ground that it was a war for freedom and who honestly meant a word of what he said, can fail to hope that the American Federation of Labor will push this matter vigorously and to a successful issue. American soldiers on the Rhine are guarding the fruits of the victory of democracy. Let them not be lost on the Monongahela!

THE SEAMEN'S ACT.

Shipping interests are pressing for an amendment of the Seamen's Act, to the end that ships may be operated more cheaply. But they ask for this at the expense of safety to the traveling public. They are demanding that the percentage of sailors capable of understanding orders be reduced—that is, they ask that more men be shipped as sailors who are utterly incapable of saving life in a wreck or other emergency.

The Seamen's Act provides that a certain percentage of seamen must be able to understand orders given by officers. Unless evidence of an overwhelming character can be presented to show that this requirement is against public policy, it should stand firm against any assault of men anxious to make money by gambling with human life.

The Seamen's Act also releases sailors from the semi-slavery to which they alone of all workingmen in the world have been subjected. It permits them to quit a ship and collect the wages due them, unless they are otherwise bound by contract. But it is now proposed to repeal this fair and just provision, and again subject sailors to the iron rule of shipmasters anywhere in the world.

The act has not been fully enforced—and the failure to enforce it will react with deadly effect upon recreant officials one of these days—but even its partial enforcement has had the effect of raising the standard of life and conduct among sailors to a parity with other callings. It is no longer a disgrace to be a sailor, and American lads are now going to sea in the new ships that are to develop American commerce. Yet the short-sighted shipowners are trying to break down this standard at the very moment when the Government is trying to cultivate a taste for the sea in young Americans.

The Seamen's Act should be enforced, and must be enforced if the United States is to have a merchant marine with American seamen.—Washington (D. C.) Post.

"DIVINE RIGHTS" OF COURTS.

(By W. B. Rubin.)

We have always heard of the divine right of kings,—a right claimed by them to be inherited from heaven, a direct line from the Almighty in heaven to the almighty on earth.

And the strange thing about it is that the kings themselves believed it, and the vast majority of the people acquiesced therein.

William Hohenzollern claimed to rule Germany by "divine right." He wanted to conquer the earth by "divine right."

To question him in any way in the realm in which he was "monarch of all he surveyed" was lese majeste, and punished not according to the established law of the land, not according to natural guaranties of human liberty, but according to the whim and caprice of the punisher, without limitation upon the punishment and sentence therefor.

Every person who gets a little power tries to emulate that "divine right." In this country, capitalists, from Baer, the coal baron, up and down, have claimed "divine right."

We have no kings in this country and, therefore, we have no "divine right."

But we have courts in this country and they claim "inherent power." Notwithstanding constitutional limitations and statutory regulations, they claim "inherent power."

This "inherent power," the courts declare, comes with the birth of every court and gives them the right to "protect" the "dignity and majesty" of the court. Though the people gave the power to the court, the court, through its "inherent power" rises above the people.

The United States Supreme Court says that the "inherent power" of the court is absolute and any statute or act of Congress which would seek in any way to control or curb that "inherent power" would be declared, not by the people but by them, the courts, unconstitutional.

The "inherent power" of courts is equivalent to the "divine right" of kings.

In this "inherent power," the judge has the full say. To offend him, the judge, the king of his court, is to be in contempt of court.

Contempt of court equals lese majeste of kings,—a delegation by the king to the judge.

In contempt of court, the judge may be and is

The complainant,
The witness,
The prosecutor,
The judge,
The jury,
The sentencer,
And the executioner.

Yet in this year of our Lord nineteen hundred nineteen, in the One Hundred Forty-Third Year of Our Democracy, the "inherent power" of the court exists among us as strong as the "divine right" of kings existed among the empires a half century back.

There can be no democracy in Europe until all kings have been made to abdicate, until "divine right" shall forever cease to exist, until "Vox populi, vox Dei" is the only voice that shall be heard.

In the United States there can be no absolute democracy until the courts shall be shorn of their "inherent power" by which the rights of the people are invaded, their constitutional guaranties knocked down, and "inherent power" shall be no more.

Time and again I have uttered, "Capture the Courts." Until you do so, Labor's fight for progress, for democracy, for economic independence, and the right of the worker to equality is an up-mountain task.

PANAMA CANAL TRAFFIC.

During the past fiscal year there were 1936 commercial and 335 non-commercial lockages at Gatun, and 2096 commercial vessels were passed; at Pedro Miguel there were 2041 commercial and 379 non-commercial lockages, and 2083 commercial vessels were passed; at Miraflores there were 2017 commercial and 326 non-commercial lockages, and 2081 commercial vessels were passed. The number of ships passed exceeded the number of lockages on account of passing more than one ship through in one lockage under certain conditions. There were no delays to ships due to the failure of the operating machinery of the locks, and as heretofore the damage to vessels has been chiefly due to the breaking of chocks and bitts. The tolls actually collected on vessels transiting the canal during the year amounted to $6,439,083.99. The sum of $2321.25 was collected in addition for tolls on a vessel that passed through the canal during the preceding year. On account of the present legislation relating to rules of measurement of vessels, including the amounts refunded during the year, under authority of the act of Congress of June 12, 1917, the total loss of revenue since the opening of the canal has aggregated $2,797,260.26. The chief beneficiaries of the present rules of measurement have been vessels under foreign register. There were expended in the operation and maintenance of the canal $5,903,719.69, as compared with $6,788,-147.60 during the previous year. These figures indicate revenues earned in excess of expenses amounting to $697,556.23, as against a loss of $979,648.90 for the previous year.

MODERN WHALING.

The most expert whalers of to-day are believed to be the Norwegians. Many years ago British whalers were supreme, but owing to the government withdrawing the bounties which had been paid for the encouragement of the industry, the number of British whalers fell off. The most successful whaling ground just now is the South Atlantic, in the neighborhood of South Georgia, the South Shetlands and the South Orkneys. The use of steam-whalers has produced an enormous increase, for whereas in 1906 only 83 whales were caught in the Antarctic islands, last year 7516 were caught, the total value of the products being £1,512,000. No fewer than 268,000 barrels of oil, valued at £1,010,000, were taken from the whales; the bone fetched £1,750 and the guano £2,601. In addition there were 2,941 sea elephants and 77 sea leopards killed, valued at £26,000.

When the union card is hanging in a barber shop it is an assurance that union barbers are employed exclusively. The absence indicating a non-union shop. Assist your fellow union men by patronizing only the union card shop.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Relying on the "Boycott."

The League of Nations, proposed by the Paris conference, would rely mainly on an international boycott to enforce arbitration awards or decisions by the Executive Council of the league.

The league will be controlled by the five war victors—the United States, Great Britain, France, Italy and Japan—whose representatives, together with representatives of four other countries to be selected, will form the Executive Council. Should any member of the league refuse to abide by arbitration decisions or recommendations by the Executive Council, this shall be construed as an act of war against the other members of the league and the international boycott shall be applied. The boycott shall be extended to countries outside the league which attempt to do business with the offending nation.

Any war or threat of war, whether affecting members of the league or not, is declared to be a matter of concern to the league which reserves the right to take "any action" that it may deem necessary to safeguard the peace of nations.

Members of the league shall not resort to war until after an arbitration award or recommendation by the Executive Council and even then, it is agreed that war will not be waged against any member of the league who complies with such arbitration award or with the recommendation. The award must be made "within a reasonable time" and the recommendation within six months. The Executive Council shall formulate plans for the establishment of a permanent court of international justice. Headquarters of the league will be established in a country to be selected and an international secretary placed in charge.

The league will undertake to preserve the territory and "existing political independence" of affiliates and in case of danger the Executive Council shall advise "upon the means by which the obligation shall be fulfilled."

Any nation may join the League of Nations by a two-thirds vote of the countries now represented, providing the applicant is a self-governing country. The control of the league through its Executive Council, will not be affected by this addition as the Executive Council is permanently limited to representatives of nine countries, five of whom are the United States, Great Britain, France, Italy and Japan.

The maintenance of peace, it is declared, will require the reduction of national armaments and the Executive Council shall formulate plans for effecting such reduction, based on the necessities of the nations.

The nations agree that "the manufacture by private enterprise of munitions and implements of war lends itself to grave objections," and the Executive Council is directed to recommend how these evils can be checked.

Members of the league pledge themselves not to conceal from each other the condition of those industries in their countries that are capable of being adapted to warlike purposes or the scale of their armaments "and agree that there shall be full and frank interchange of information as to their military and naval programs." A permanent commission shall be appointed to advise the league on the execution of this pledge.

The league's agreement contains this reference to labor:

"The high contracting parties will endeavor to secure and maintain fair and humane conditions of labor for men, women and children, both in their own countries and in all countries to which their commercial and industrial relations extend, and to that end agree to establish as part of the organization of the league a permanent bureau of labor."

The members of the league agree not to enter into any treaty that is inconsistent with any provision of the agreement adopted. No nation will be admitted to the league's membership, if it is bound by a treaty inconsistent with the league's principles. The applicant nation must "take immediate steps to procure its release from such obligations."

The agreement between the nations can not be amended unless it secures the approval of the States whose representatives compose the Executive Council and by three-fourths of the nations comprising the league.

Pure Milk Necessary.

The need for public action to place clean milk within the reach of every family having little children is emphasized in a report on the New Orleans milk situation, issued by the Children's Bureau, Department of Labor. It is shown that 70 per cent. of the children under 8 years of age who were not breast fed were getting no fresh milk at all to drink. Only 20 of the 413 children from 2 to 7 years old included in the study were drinking as much as three cups of fresh milk a day. Only 63 per cent. of the babies under 2 years old, who are not nursed by their mothers, have milk to drink, leaving more than one-third of these little children without fresh milk.

The situation, says the report, gives cause for grave concern because the children are not only being deprived of the best and most nourishing food for normal development, but they are being given injurious substitutes. Of 338 children 7 years old or younger who are not breast fed and are getting no fresh milk to drink, 245 are given tea or coffee in place of it.

Although figures regarding income were not secured, the families are of about the same economic status as those included in the recent Washington study, where more than three-fourths of the families were living on $20 a week or less.

This Boss Is Real Mad.

Dress workers affiliated with the International Ladies' Garment Workers' Union at Mount Vernon, N. Y., are demanding a 44-hour week but they won't get very far with the Matilda Waist Company if the manager carries out his threat. He has given notice that he will take a

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volhardding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Over 12,000 workers employed by the Porto Rican American Tobacco Company at San Juan, Porto Rico, have been idle since the first of the year because of an order from President Toro, in New York, who stated that "on account of the condition of the cigar market" it would not be advisable to continue operations. This order came at the time the agreement with employees expired, and the unionists charge that the shutdown is a lockout. Of the idle workers approximately one-half are cigar makers. The others are strippers and other employees, many of whom are women.

A dispatch published in Le Populaire (Paris, France), for January 9, contains a report that Prince Kropotkin together with Maxim Gorky, Martof, Spiridoniva and others, have joined hands with the Soviet Government in the interests of a free Russia. The death of Kropotkin has been announced a dozen times. He was arrested because of the publication over his signature of an appeal inviting the Russians to assist the English and French army of invasion. On the day of the first anniversary of the Soviet, a general amnesty was voted, under the promise of which Prince Kropotkin was released.

In discussing the question of shorter hours in the cotton trade, the Manchester (England) Cotton Factory Times says: "Of one thing the workers may rest well assured, that any advance depends entirely upon themselves, as no help is to be expected from outside sources, and the sooner they set about the task on definite lines the better will be the prospects of success. The present mill hours are 55½ per week, and so far as anyone outside the trade is concerned, they may remain at that. As a body, the employers give not the slightest practical sign that they intend to make any move to meet the operatives' desires."

The general committee of the Norwegian Labor party has decided to address an earnest demand to both the central executive of the Labor party and to the governing board of the trades unions, asking these two bodies to come together in order to discuss and formulate the demands that the working class shall now make. In this way, the committee believes, there can be brought about a powerful movement toward obtaining an equitable electoral system, the dethronement of militarism, the universal introduction of the eight-hour day, the amelioration of the great need for living quarters, and extend socialization of the communities.

"Avanti," the Italian Socialist organ, in its edition of December 13, publishes the decisions arrived at in a meeting of the national executive of Italy. The foremost among these are: Propaganda among the Italian public and at the Paris Peace Conference in favor of withdrawing troops from Russia and of abandoning the policy of intervention; a demand that a Socialist republic be created in Italy under the dictatorship of the proletariat. The executive also received a report by Oddio Morgari, Italian Socialist deputy, who, in Paris, together with the Jugo-Slavic Socialists, had signed a protest against the military occupation of Jugo-Slavic territory, and against annexations without a plebiscite.

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San Pedro Letter List

Aalto, Harry
Albertson, Johannes
Amundsen, Pete
Andersen, Mr.
Andree, Ernest -1410
Antonsen, N. H.
Barney, A. M.
Bedford, A.
Breien, Hans
Brogard, N.
Christoffersen, G.
Doyle, William
Eklund, Swen
Ellingson, Billy
Flotman, G. J.
Fosberg, Leonard
Franzell, A. T.
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Halvorsen, Harry
Hammarquist, Gust
Harier, Peter
Hederman, H. C.
Helin, John
Hoek, ▲
Holmstrom, Fritz
Iverson, Tom
Jensen, J.
Johansen, J. -2314
Johansen, Fritz
Johansen, N. A. -1604
Johansen, Fred
Johanson, John A.
Johansen, Carl
Johnsen, John E.
Johnson, Ole
Jonassen, Johannes
Kristensen, Martin
Larsen, Klaus L.
Lato, Eley
Lechemus, Bill
Linden, Chas. F.
Lundquist, R.
Miller, John
Monson, Chas. C.
Monterro, Joe
Mortensen, Adolf
Nelson, Carl
Nurmi, Taini
Nurn, John A.
Nyberg, Eric
Olsen, A. W.
Omun, Chas. V.
Olsen, Tollef
Ohm, B.
Olsen, Amandus
Olsen, Ole W.
Olson, Andrew
Petersen, K. E. -903
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Road, Lief A.
Rosenthal, Walter
Ross, George
Rytko, Otto
Rasmussen, T. A.
Sanders, Chas.
Spence, Oswald
Sodergren, Oscar
Stringer, M.
Salo, Oscar
Thompson, Alex S.
Thompson, M.
Thornlund, John N.
Terkkl, Arthur
Thornlund, John N.
Wrig, F.
Warkkala, John
Williams, Edward
Wrig, Claus
Williams, Edward A.
Warkala, John
Zimmerman, F.
Zunderer, Theo.
Zunderer, Theo (Questionnaires)
Berger, Albert
Christensen, Ole Martin
Doage, Sigvald
Holm, Frank
Johansen, N. A.
Johansen, Carl M.
Lindroth, Carl Aug.
Pedersen, Carl
Rehl, Chas.
Tysk, John H.

CLASSIFICATION CARDS.

Doage, Sigvald
Hingren, John H.
Hansen, Adolph
Pederson, Carl
Schlleman, J.
Tysk, J. H.

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.

ALASKA FISHERMEN'S UNION LETTER LIST.

Seattle Branch.

Amdal, Hans
Andersen, Oscar
Bennett, Cliff
Bulgarelli, Dario
Burgess, John
Carlson Axel George
Carlson, Wm.
Christiansen, C. A.
Engvall, Fred
Ericsson, Charles
Hansen, Andrew
Hanson, Gilbert
Howde, Chris.
Holkestad, Marelius
Karbo, Eldar
Karlson, Wm.
Lauritsen, G.
Leyons, J. B.
Maki, Fred
Minich, B. I.
Morgan, L. M.
Mogstad, John
Olsen, O.
Olson, Gust
Olson, J. C.
Olson, John Oscar
Olson, Nels
Ohman, L. P.
Rajata, Edwin
Rasmussen, Martin
Rasmussen, Robert
Sandanger, Ole
Sandbeck, George
Sandvik, Harold
Smith, G. H.
Smith, Merle
Walin, Gust.
Waiknopa, Herman
Wilson, O. K.
Wilson, Osvald
Andersen, Jens
Armstrong, W. N.
Borgen, Knut
Bugden, Edward
Caldio, C. D.
Carlson, George
Carlson, Hjalmar
Dahlquist, Carl M.
Fenlon, Edward
Frederickson, Andrew
Johnson, Nils
Jensen, J.
Jacobson, Paul M.
Langula, Waino
Larsen, Harold
Larsen, Hjalmar
Larson, Jens
Luckman, Samuel
Nelson, Philip
Nilson, Nils Engwald
Norton, Emil
Norton, P. A.
Parks, Harold, A.
Paulson, Peter
Palmer, L. L.
Pedersen, Albert
Peterson, Andrew K.
Petterson, C. H.
Ranta Hjalmar
Rasmussen, Peter
Rudsit, Fred
Sather, Harold
Sather, P.
Simonsen, Hans
Schuppel, John A.
Tardiff, Geo. H.
Taylor, T. G.

Tacoma Letter List.

Carlstrand, Gustaf
Hoffman, Fred
Holmstrom, Carl
Houge, Anton
Kalberg, Wm.
Krane, I. I.
Larson, Alexander
Magill, Michel
Magnusson, E. W.
Martinsson, E.
Meyer, Karl
Nielsen, Niels -751
Olsen, Emil
Palken, G.
Bertelsen, Bertel
Pettersson, -1287
Revheim, Oscar
Seyfried, M. -2962
Swansen, Carl

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

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Pacific Coast Marine.

The four-masted schooner "Else," 724 tons register, built at Tacoma in 1916 and owned by A. O. Anderson & Co., has been sold to the Pacific Freighters Co. for $90,000.

The 8800-ton steel freighter "West Alcoz" was launched at 8.35 A. M. on February 26 at the Shaw-Batcher shipyard in South San Francisco. Miss Madeline Evers christened the ship.

The four-masted schooner "Virginia," 541 tons register, built at Alameda, Cal., in 1902, and owned by J. M. Scott, has been sold to the Pacific Freighters Co., San Francisco, for $60,000.

With the arrival of the American barkentine "Benicia" in Seattle during the week it was learned that the vessel has been sold by H. G. Seaborn and associates of Seattle to Whitney & Bolden of Mobile. The ship arrived from Sydney with a cargo of copra.

Officials of the Pacific Steamship Company gave out the information that negotiations are being continued by the San Francisco office of the company with the San Francisco-Portland Steamship Company for the steamer "Rose City" which, for a number of years ran between this port and California points.

Making her first voyage in peaceful pursuits since the cessation of hostilities, the Canadian-Pacific liner "Empress of Asia" sailed during the week from Vancouver for Yokohama and Japan with a full passenger list. The "Empress of Asia" did twenty months of war service for the British Government as a troopship.

Announcement is made from the office of the San Francisco Board of Marine Underwriters that the highest bid for the wreck of the auxiliary schooner "Janet Carruthers," which is stranded on the beach near Grays Harbor, was $11,100, submitted by a Mr. Price of Seattle, and it will probably be accepted by the board. The highest offer for the vessel's cargo was $600.

Assignment of two more steel steamers, the "Glendola" and the "Cokesit," to the Sudden & Christenson Company for carrying flour to the Atlantic Coast for the Government was announced during the week by officials of the operating company. The steamers will likely be turned over to the Shipping Board this week, and in less than two weeks the details of the charters can be concluded.

The two-masted schooner "Moana," Captain V. Brisson, of Tahiti, drifted helplessly about the South Pacific for several weeks because none of the crew were well enough to man the ship, according to advices received during the week. The crew were ill with influenza. The "Moana" arrived at Papeete with the crew in a critical condition. The "Moana" has engaged in the copra trade for several years.

Information received from Washington says Coos Bay will receive $101,000 for maintenance of the dredge "Colonel P. S. Michie" for 1919 and $130,000 for the dredging of the inner harbor. It is believed that a portion of the Michie fund is for the purpose of constructing an oil station at Empire which would save the dredge one day's time each week and would eliminate the necessity to come to the upper bay for oil.

An item in a recent issue of a publication devoted to the interests of the canning industry states that the tuna canning season for 1918 closed with the smallest pack in years. This publication is also authority for the statement that the demand for American canned salmon is running ahead of production and the main problem at present is to prevent decrease of the raw fish supply rather than to add to the popularity of the product.

Reports received from Australia state that the barkentine "Thomas P. Emigh" made the passage from Port Angeles to Port Pirie in seventy days. The vessel carried 1,500,000 feet of lumber. The barkentine "Conqueror," which arrived at Cape Town during the week, is reported to have made the passage from Sydney in forty-six days. The steamer "Annette Rolph" arrived at Sydney from Newcastle on February 24 with leaky boilers.

A fishing vessel said to be owned by the California Canning Company of San Pedro was wrecked at Willows, off Santa Cruz Island, on February 24, the three fishermen making up the crew being forced to swim ashore. The wrecked schooner was valued at between $10,000 and $12,000 and was one of the largest boats of the company. The wreck was caused by engine trouble, the boat having sought shelter in the bay during a heavy storm.

The Columbia River fishing fleet is due to leave for Alaska on or about April 15. The fleet consists of four sailing vessels, the "Berlin" and "Levi G. Burgess" operating for the Warren Packing Company, and "St. Nicholas" and "Reuce" of the Columbia River Packers' Association. The vessels go to Bristol Bay, Alaska, with crews and supplies and usually remain there until ready to depart for the home port in August laden with caned salmon.

The ocean-going launch "Cleopatra," one of a fleet of four boats purchased from the Crowley Towboat and Launch Company of San Francisco by the Mexican Government, was wrecked fifteen miles south of Magdalena Bay, according to word received during the week. The "Cleopatra" ran aground during a dense fog, the craft striking a ledge that tore a great hole in the hull. The vessel is reported to be a total loss. The crew will be brought to San Diego on the British motor-ship "Gryne."

All of the ship owners have been notified by the Shipping Board that they must purchase the wireless sets now on their vessels or place the outfits on the docks. They also have the option of making arrangements with the Marconi Wireless Company to have a service installed, or they may purchase the sets from the private concerns. The sets were all purchased from the Marconi Company by the Government at the beginning of the war when the land wireless stations were taken over. Now that the outfits are to be disposed of, it is believed that the Government intends to restore the radio to private operation again. The Marconi officials say that they have no objection to supplying the service and sets if the Government is willing, and it is understood that this will be done.

Bulletins recently issued by the Bureau of Fisheries contain statistics of the quantities and values of fishery products landed at Seattle, Wash., by American fishing and collecting vessels during the months of November and December, 1918. The fishing fleet in November landed at this port 33 trips, aggregating 404,700 pounds, having a value to the fishermen of $56,230. These products included halibut, 240,900 pounds, valued at $48,700; sable fish, 98,800 pounds, valued at $5,310; "ling cod," 44,000 pounds, valued at $1,570; and rockfishes, 21,000 pounds, valued at $650. In addition to this catch, collecting vessels landed 431,590 pounds of salmon, steelhead trout, skates, smelt, flounders, and other species, valued at $40,957. In December the fishing fleet landed 13 trips, aggregating 208,100 pounds, having a value of $29,521. The products included halibut, 115,500 pounds, valued at $23,165; sable fish, 22,100 pounds, valued at $1,626; "ling cod," 49,500 pounds, valued at $3,260; and rockfishes, 21,000 pounds, valued at $1,470. The products landed by collecting vessels during the month amounted to 838,600 pounds of salmon, steelhead trout, herring, smelt, and other species, valued at $79,206.

In anticipation of a big increase in the San Francisco fishing industry, the Board of State Harbor Commissioners has arranged to construct another wholesale and retail shipping, packing and distributing plant at the foot of Leavenworth street. Construction of the substructure upon which the building will rest is under way. The market will be leased to the Borzoni Fish Company and will be fully as big as the one now nearing completion at the foot of Mason street for F. E. Booth & Co. According to various representative fish men, the local output of fish is to be increased by the installation of additional trawlers of the "Ituna" type. These are equipped with the Scotch otter nets and deflecting boards, which make it possible for one trawler to do the work of two under the old method. The new method was adopted by the Scotch, British and other European fishermen on the North Sea some time ago, and permits the successful operation of a fishing craft in rough weather. Captain C. Ramsey, the veteran Scotch fishing expert who was brought to San Francisco from Leith to supervise the nets on the "Ituna," has reported that, owing to the sandy bottom prevailing at the local fishing banks, it is possible to make big catches even during rough weather. This is possible because the deflecting boards which keep the huge mouth of the net open to receive the fish, keep the net at the bottom. As the fishing may be done at a depth of fifty fathoms, the storm which agitates the surface does not ruffle the lower waters. The installation of the additional facilities for the handling of fish will make it possible to care for all of the surplus catch, either by salting away in barrels or by placing it in cold storage. Both plants will be equipped with a large refrigerator capacity. Plans are now being evolved for the distribution of fish throughout the interior of California, Nevada and other Coast States in refrigerator cars.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

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(Continued on Page 11.)

The Seamen's Journal

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 5, 1919.

HUMAN RIGHTS FIRST!

A Congress of Nations met at Vienna one hundred and four years ago "to settle the fate of nations."

After nearly two years of arduous labor the delegates to that Congress had completed their work—but historians are fairly unanimous in their verdict that nothing worth mentioning in the annals of time had been really settled.

True, a political settlement had been made, territory had changed hands to gratify the ambitions of kings,—but the people who had done the real fighting to overthrow Napoleon received nothing more tangible than vague promises.

The Congress of Vienna, like the present Congress of Nations at Paris, had before it a magnificent opportunity to do away with all the old abuses and construct a new and progressive Europe. Unfortunately, no such generous idea was in the minds of the kings and their ministers. They were anxious only about their own powers and possessions. Their aim was to restore all the outworn ideas, which Napoleon had given such awful jolts, to lull the people into their ancient submission, and to go on in the same old ruts.

To be sure, then as now, there was before the world a horrible example of too much power vested in the rabble.

Then it was the French Revolution, the execution of Louis XVI, and the grim knowledge of all the mad excesses to which the "unbridled" rule of an ignorant populace had led.

Now we have the Russian Revolution and its horrible aftermath. It is true, no man can tell just what is to be the final result of the Paris Conference. At the 1814 Conference the crowned heads of Europe had only one great fear. They feared the new force that had already conquered in America and was slowly developing in Europe—the power of the people.

In 1919 crowned heads are fortunately not a determining factor in the deliberations of the conference. But the ascending power of the people is still feared and some of the shrewdest men on earth are right there, watching and waiting for the opportunity to get in their deadly work in behalf of the world's reactionary forces.

With few exceptions Americans generally seem to be well pleased with the achievements of President Wilson who has just returned with the draft of a charter for the League of Nations. It consists of a permanent constitution for the conferences of the Great Powers which have been settling the affairs of the world since the signing of the armistice. The most striking feature is the provision for mutual agreement to arbitrate or submit to inquiry all future international differences. With scrupulous regard for national sovereignty it makes no arrangement for an international police force. No provision is made for an international parliament or for direct representation of peoples as distinguished from governments.

There are possibilities for administrative actions by the league but their development remains uncertain. President Wilson, no doubt, feels satisfied that he has provided a framework for the league, though several essential provisions for which he contended are not there.

The main point to be borne in mind, however, is that every one of President Wilson's victories is tentative; that all depends on sustained effort—in the right direction. True, the covenant contains references to international labor legislation, internal traffic and freedom of commerce, disarmament, and the control of private manufacture of munitions, but nothing whatever is settled. Thus the solution of several of the most knotty points has been merely postponed.

It is certainly to be regretted that some provision was not made for direct representation of peoples. Japan, for example, is one of the five great "self-governing" nations which dominate the Paris Conference. But who will seriously contend that the Japanese people are self-governing as long as the existing property qualification for voting limits the suffrage in Japan to 1,422,000 voters, whereas the total population (exclusive of Formosa, Sakhalin and Korea) is in excess of 54,850,000.

However, despite all valid criticism of the proposed League of Nations it must be conceded that President Wilson's magnificent idealism has accomplished wonders.

As matters now stand the constitution of the league can be made either the greatest international proclamation of human rights the world has known, or it can be made as worthless and useless a treaty as was drawn in Vienna, a century ago.

What is needed at this stage of the game is a genuine awakening of the people to the grave and potential consequences of any League of Nations which is not founded upon the principle of "Human Rights First!"

THE INCOME TAX.

From 1861 to 1873 the people of the United States paid an income tax. Apparently it was a constitutional tax, because it was paid.

In 1894 Congress adopted another income tax act. Then a majority of the Supreme Court of the United States held the income tax to be unconstitutional. Subsequently one of that majority passed away and the new appointee voted the other way. So the tax became constitutional and an increasing number of Americans are paying the tax every year. Right now the income tax provisions of the Internal Revenue Act reach the pocketbook of every single person in the United States whose net income for 1918 was $1,000, or more, and of every married person whose net income was $2,000 or more. All persons, including seafarers, whose net income equaled or exceeded these amounts must file a return of income with the collector of internal revenue for the district in which they make their home on or before March 15.

Here is what will happen to them if they don't:

For failure to file a return on time, a fine of not more than $1,000 and an additional assessment of 25 per cent. of the amount of tax due.

For "wilfully refusing" to make a return on time, a fine not exceeding $10,000, or not exceeding one year's imprisonment, or both.

For making a false or fraudulent return, a fine of not more than $10,000, or imprisonment for not more than one year, or both, together with an additional assessment of 50 per cent. of the amount of tax evaded.

For failure to pay the tax on time, a fine of not more than $1,000 and an additional assessment of 5 per cent. of the amount of tax unpaid, plus 1 per cent. interest for each full month during which it remains unpaid.

In addition to the $1,000 and $2,000 personal exemptions, taxpayers are allowed an exemption of $200 for each person dependent upon them for chief support if such person is under eighteen years of age and incapable of self-support. The head of a family—one who supports one or more persons closely connected with him by blood relationship, relationship by marriage, or by adoption—is entitled to all exemptions allowed a married person.

The normal rate of tax under the new act is 6 per cent. of the first 4,000 of net income above the exemptions. In figuring up a seaman's income, board and lodging must be accounted for as an "income," in addition to the monthly wages and overtime pay.

Payment of the tax may be made in full at the time of filing return or in four installments, on or before March 15, on or before June 15, on or before September 15, and on or before December 15.

Revenue officers may be found in practically every port of the United States to aid taxpayers in making out their returns. Failure to see these officers, however, does not relieve anyone of the obligation to file his return and pay his tax within the time specified by law. In this case taxpayers must seek the Government, not the Government the taxpayer.

THE SIXTH OF MARCH.

On Thursday of this week the Sailors' Union of the Pacific will be thirty-four years of age.

The union was organized on Folsom street wharf, San Francisco, in the evening of March 6th, 1885, to right intolerable wrongs and to secure through organization the same justice and equality before the law which the Constitution guarantees to all Americans, whether ashore or afloat.

The 6th of March, therefore, may be rightfully regarded as the Seamen's Independence Day. For, not only did that memorable day bring forth a volley of words but it set in motion the sustained organized effort that has since practically revolutionized the condition of seafarers at home and abroad.

What were only fond hopes with that motley crowd which gathered at the Folsom street lumber pile on March 6, 1885, have long since assumed tangible, matter-of-fact form.

True, we have not reached the goal. We

still have to strive and struggle for the ultimate aim, but it is a well established fact that each succeeding year has shown a steady advance toward the distant goal.

From the very beginning it has been the desire of America's organized seafarers "to unite the seamen of the world under the banner of a common fraternity." For many years loosely knitted bonds of fraternity have been established with the Seamen's Union in other countries but only within the very recent past has it been possible to bring together accredited representatives from the Seamen's Unions of the World. And so the seamen's movement is growing, developing, and branching out in every corner of the seven seas.

But, after all, the magnificent record of the past, the splendid results of organized self-help for the last few decades, originating with that meeting on March 6, 1885, are but harbingers of a still greater future. In the language of Secretary Hanson, of the International Seamen's Union of America:

We are entering upon the year of great opportunity. Never before has the human race known such spirit and confidence. But opportunity is offset by obligation. The year will be what the people make it. Hence it is the moral duty of everyone to give earnest thought and supreme endeavor toward completing the work already begun. And lest there be some who do not know, or who fail to do, let us each double our effort, in order to make sure. Remember, this is the year of great opportunity

SHIPPING BOARD PUBLICITY.

The Shipping Board is to be congratulated for compiling and publishing the following useful and instructive pamphlets:

"Ships and the Ocean," a list of books on ships, commerce and the merchant marine;
"World Trade," a list of books on world trade;
"Foreign Countries," a list of books on foreign countries;
"Selection of Books on Foreign Languages," a list of books on foreign languages.

Any of these pamphlets may be obtained upon application to the United States Shipping Board, Washington, D. C.

It is surely gratifying to note that the Shipping Board has entered upon this new line of educational publicity.

All who have followed the abortive efforts of Shipping Board departments to secure publicity by issuing illustrated weekly newspapers of their own will no doubt be pleased with this apparent change in policy.

Weekly newspapers published in behalf of the various branches of our Government, at the expense of the American people, may have had their particular usefulness during the war. But since the signing of the armistice there has been little if any excuse for the appearance of these sheets. Perhaps those favorite individuals who have seen their portraits in print, from time to time, and who have become accustomed to receive puffs and write-ups, will miss their free advertising. But it is extremely doubtful whether or not any one else will mourn if the Shipping Board's weekly newspapers should just quietly cease to function.

When you spend your good union-earned money for non-union goods you have torn down just that much of the building the union men have spent hours in erecting. Such a policy is just like trying to lift yourself with your own boot straps; it can not be done. A chain is just as strong as its weakest link. Have a heart for yourself if you have none for others.

SPEAKING OF COPPER.

Frank E. Wolfe Thinks that 22,000 New Millionaires and Reductions in Wages Should Give Food For Reflection.

Wages were cut one dollar a day in the copper mines at Butte.

The cost of living remained at its highest point. The miners promptly went out on strike.

About twenty per cent. was taken out of the pay envelope of the men who have produced the copper needed in the successful pursuance of the war.

Mine owners claim the price of copper has fallen eight cents a pound. They say they have been compelled to reduce their dividend rate.

Managers of the mining companies at Butte and Jerome say they must keep the dividend rate up; that eastern investors demand results (dividends) and they don't question how they are obtained.

In the course of a speech made on the floor of the House recently Congressman Rainey said there were 22,000 new millionaires in the United States—created since the beginning of the war.

Possibly some of these are copper millionaires. Possibly some of them want dividends kept up and that they "Don't question how they are obtained."

Copper has been greatly in demand. The price has been high, high enough to help make some of the 22,000 new millionaires created by the war.

One of the newlymades (who lives in New York, not in Butte) said: "We have nearly six months' supply on hand. If a strike slows down production it will not be an unalloyed disaster."

No? Even though it have educational effects on the workers everywhere in America?

Wages cut at points where the cost of living is altitudinous and climbing will have educational effects. Who is to direct the course of that education? What will be the propaganda most popular among the idle copper miners?

The reconstruction program of the American Federation of Labor declares that:

"The workers of the Nation demand a living wage for all wage-earners, skilled or unskilled—a wage which will enable the worker and his family to live in health and comfort, provide a competence for illness and old age, and afford to all the opportunity of cultivating the best that is within mankind."

How to bring this about is the problem. It is an insistent problem and one that must be solved

There is nothing offered by the 22,000—nothing advanced beyond the instructions to the mine managers to get the dividends.

The I. W. W. agitators offer their plan in a short sentence: "Seize the mines." The Bolshevist is equally terse. He says: "Form a soviet. Let the miners run it."

The American people are not in favor of any such experiments. They have before them at least one vivid example—seizure by soviets. They are not willing, even though the newly-made copper millionaires seem to be feeding fuel to smoldering embers of revolt.

The American Federation of Labor favors giving the workers just wages and increasing their consuming capacity, developing home markets and fostering industries.

This brings us to the inevitable conclusion that there must, somehow, be established something that will supplant the "sliding scale of prices and wages" as now applied by the copper kings; something that will give to the workers the assurance that they can ever hold a relative wage. A system that will enable the workers' wage and the cost of living to remain on the same altitude.

* * *

Two millions of American soldiers are returning from the war. The vast preponderance of them are wage workers.

They have left fathers and brothers and fellow workers in the mines, the mills, the factories, the shipbuilding yards and in the varied industries. They are keenly aware of the loyalty of their comrades and brothers who remained on the great "second line."

These soldier-workers are men whose alert minds have been further quickened by their experience in the war. They are taking deep interest in affairs at home.

They will read with profound interest of the crop of 22,000 newly made millionaires—some copper; also of the copper miners whose wages were arbitrarily reduced 20 per cent.

They will think of the copper they vitally needed and used in the war and of the workers who produced it. They will think back to the battles; of their wounds; of their wounded comrades and of their dead; of the war for freedom and democracy.

They will think of the 22,000 who didn't dig copper, didn't work and didn't go, and of the 22,000,000 loyal workers who stayed and worked and dug copper and made possible winning the war for freedom and democracy.

Some of them, thinking, will wonder if, after all, the strikes forced by the agents of the dividend-seeking 22,000 are not really an unalloyed disaster for somebody.—By Frank E. Wolfe.

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 3, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping medium with large number of members ashore.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., Feb. 24, 1919.
No meeting; shipping slow; members scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., Feb. 24, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Feb. 24, 1919.
No meeting. Shipping and prospects medium.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, Feb. 24, 1919.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, Feb. 24, 1919.
No meeting. Few men around; shipping dull.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, Feb. 24, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, Feb. 17, 1919.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 17, 1919.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Feb. 27, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore. The full shipwreck benefit was ordered paid to one member wrecked on the S.S. "Wishkah."
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 20, 1919.
Shipping and prospects improving.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 20, 1919.
No meeting. Shipping good; few men ashore.
JOE MACK, Agent.
P. O. Box 54. Phones Home 115, Sunset 66W

DIED.

John Emil Benson, No. 1454, a native of Sweden, age 37. Died at Fort Stanton, N. M., Feb. 20, 1919.

Harold Trovik, No. 1035, a native of Norway. Died in the wreck of the ship "Aryan," December, 1918.

Stockholders of the King Coal Company of San Francisco, of which James B. Smith is president and which took over all equipment and coal stocks of the Western Fuel Company last May, gathered at a special meeting during the week and voted to increase the capital stock of the company from $500,000 to $1,000,000. The object of the increase in the capitalization, according to President Smith, is to provide funds for betterment and additions to the company's plant and fleet of barges operating on San Francisco bay. It is planned to improve facilities so as to be able to discharge 600 tons of coal per hour from ships and railroad cars in anticipation of the increased business promised with the expansion of the port's commerce. The company is a close corporation, with all present capital paid in

OUR WASHINGTON LETTER.

(By Laurence Todd.)

From the Senate Committee on the Judiciary there was yesterday reported a bill, made up from bills introduced by Senator New of Indiana and Senator Jones of Washington, to curb any possible "labor revolution" in the United States. It provides heavy penalties for anyone who shall undertake to display or publish or circulate any flag, device or symbol suggesting the overthrow of the Government by force, violence or general strife. The bill is described as an anti-red flag bill, when in fact it does not mention the red flag, nor prohibit the use of any color of flag, but it does prohibit a general strike, and the agitation of a general strike, for the "overthrow" of government.

Why is that bill considered important? Was it the result of the Seattle strike, which at no time proposed any interference with the Government? Or was it drawn to prevent the further discussion and endorsement of the proposed Mooney strike, of next July 4th? If the bill should be passed—and there is slight chance that it will get through Congress in the few days now remaining before the end of this session—would it be construed by some corporation judge in Chicago, for example, to authorize the imprisonment of union men who might vote to strike on July 4th as a protest at Mooney's imprisonment?

This bill is not important in itself, but it is a straw in the wind. It shows how easy Congress finds the road to club-swinging, as compared with the road to furnishing employment and a living wage and a democratic voice in the management of the industries. Recently, while the Senate was haggling over the payment of an additional $240 a year to the vast number of Government clerks who get less than $2500 a year, and whose pay has not been increased materially since Civil War days, Senator La Follette took the floor and showed that during the period while the clerks' wages had stood still the members of the House and Senate, the President and Cabinet heads had received increases in pay that averaged at least 50 per cent. He read roll calls from the records of many years ago, when he first came to the Senate, and showed how only a handful resisted the demands for higher pay for Senators and Federal judges and other "higher-ups," but that there was always a big majority against any higher pay for common workers.

He called attention to the extortions of the big meat packers and the other profiteers, and declared that in all the days since John Sherman proposed a law against these criminal monopolists there had never been a real and persistent effort in the Department of Justice to smash the monopolies that bleed the workers of their small wages.

"Mr. President," he said, "I do not know what the end is to be, but I do believe that we must move with a degree of fairness and consideration in dealing with the masses of the people of this country. When they complain of these conditions, do not come in here and propose a law that shall suppress their complaints. I tell you that you are playing with mighty forces that may bring disaster upon us if you do that. If evils exist in this country, permit them to be talked about. That is the best way to correct it. If somebody indulges in wild and unreasoning and violent exhortation let him be answered. Permit, I would say, the widest discussion.

"As I said to one of the Senators who came across the aisle to speak to me the other day about the terrible thing that had happened at Poli's Theater, and appealed to me to say something to avert a class war in this country, I would put an open stand on every open space in the city of Washington, and I would say to everybody, 'Say what you please.' Then I would say to everybody else, 'Answer them.' Error exposed cannot stand long, unless it has a good foundation, and if we are guilty, if we have no defense for what we have done, it may be that we might incur some risk, Mr. President, upon the instant in permitting a full exposition of our shortcomings. However, I do not believe that. I believe that the wholesome cure for complaint is free discussion."

The Senate voted the $240 bonus for Government clerks, to meet the increased cost of living. As La Follette pointed out, it was far too little to cover the increase in prices of food, clothing and shelter, even for the past five years. The least that could have been given, in justice to the families of these thousands of workers in the departments, was $360 a year bonus. But Senator Underwood, in a sneering reply to La Follette, said that the Wisconsin Senator would probably have demanded $480 for them if the committee had allowed the $360 to go through.

"We need no Bolsheviki sentiment in this country that the people may be free," Underwood cried. "We need no bomb throwers under the Stars and Stripes in order that the will of the American people may be reflected in the law of this land; and no such sentiment exists in this country, no matter what the Senator from Wisconsin may dream."

Senator Cummins of Iowa, a few days ago, made a speech in which he endorsed the sentiment expressed so forcefully by Secretary Morrison of the American Federation of Labor, that the issue in this country is justice to labor, and it must be squarely and reasonably met—not evaded with a show of temper. In the new Congress the progressive leaders will make a fight for immediate attention to the whole industrial crisis.

In that remarkable pamphlet issued by the National Catholic War Council upon "Social Reconstruction," there is a discussion headed "Present Wage Rate Should be Sustained," which should be read by everyone—especially reactionary members of Congress. It says, in part: "The general level of wages attained during the war should not be lowered. In a few industries, especially some directly and peculiarly connected with the carrying on of war, wages have reached a plane upon which they cannot possibly continue for this grade of occupations. But the number of workers in this situation is an extremely small proportion of the entire wage-earning population.

"The overwhelming majority should not be compelled or suffered to undergo any reduction in their rates of remuneration, for two reasons:

"First, because the average rate of pay has not increased faster than the cost of living; second, because a considerable majority of the wage-earners of the United States, both men and women, were not receiving living wages when prices began to rise in 1915. . . .

"Even if the great majority of workers were now in receipt of more than living wages, there are no good reasons why rates of pay should be lowered. After all, a living wage is not necessarily the full measure of justice. All the Catholic authorities on the subject explicitly declare that this is only the minimum of justice. . . . The only persons who would benefit considerably through a general reduction of wages are the less efficient among the capitalists, and the more comfortable sections of the consumers."

This report, by the way, endorses the principle of minimum wage legislation for men as well as for women workers. It declares for a gradual raise in the minimum rate for men, from a subsistence wage for the man and his family, up to a rate of wages which will be "high enough to make possible the amount of saving which is necessary to protect the worker and his family against sickness, accidents, invalidity, and old age."

And until the wage rate has been raised to that decent point, the report favors the maintenance of complete social insurance for the worker and his family—this insurance to be paid for by the industry itself.

"No contribution," it points out with clear logic, "should be exacted from any worker who is not getting a higher wage than is required to meet the present needs of himself and family. Those who are below that level can make such a contribution only at the expense of their present welfare."

Just today the War Labor Board announced a decision by C. C. McChord, one of its umpires, in a dispute affecting nine firms in Madison, Wis., in which he set the minimum rate of pay at 40 cents an hour for men, and 35 cents for women who do the lighter work; the basic eight-hour day, with time and a half for limited overtime; shop committees to be recognized, and discrimination against union membership abolished. The maximum forty-eight-hour week in these shops and foundries is established.

This award is in sharp contrast with the proposal of Mr. Taft, a week ago, that the New York harbor boatmen and the affiliated harbor trades have no right to the eight-hour day. Taft had previously given his personal assurance to Thomas L. Delahunty, president of the Marine Workers' Federation, according to Delahunty, that the men need fear nothing; that their cause was just and that the public was with them. When the case came before the Board at its session in Chicago, however, Taft refused to sit more than a few minutes to hear the case, and delivered an opinion in which he argued on purely technical grounds that the Marine Workers' Federation must continue to work ten and twelve or more hours a day. He claimed that since President Wilson used the war emergency power to send the War Labor Board to deal with the New York harbor strike, the Board must assume that war conditions still prevail in the harbor; so he must assume that there is a shortage of harbor workers, and the eight-hour day cannot be granted.

Of course there is a surplus, to-day, of harbor workers waiting for jobs in New

York harbor. There was never so good an occasion as now to grant the shorter day without injuring any legitimate business. But Taft has gone back to his old anti-labor cronies, and he indicated as much by the laugh he gave the labor delegation as he walked out of the hearing room.

The Board drew lots to chose an umpire for this case, and the umpire drawn was V. Everit Macy, the man whose awards in the shipbuilding industry have been so strongly protested on the Pacific Coast. If he should side with Taft and the employers, and against the men, then it is a certainty that there will be unrest in the harbor of New York. Captain Delahunty thinks the men will want to go out again, as they did early in January.

President Wilson is to take up the whole labor situation during his week here before returning to Paris. It is possible that he will announce an entirely new method of dealing with the steadily increasing number of strikes.

SEAMEN'S ACT MUST STAND.

Every intelligent person realizes that the world has moved forward during the past few years. The thought that dominates every discussion among intelligent men concerning the social and economic relations of the future is that of adjusting matters on a basis of larger liberty and a better chance in the world for the generality of mankind.

The old rule of "devil take the hindmost" has been shot to pieces and buried in the ruins wrought by the cataclysm of war. Intelligent men, mindful of the lessons taught by four years of horrible strife engendered by the wrongs of the old system, are determined that these wrongs shall find no place in the plans for the reconstructon of the world.

Meanwhile a certain element among the shipowners of the country are heading in the opposite direction. Apparently the happenings of the recent past have left them cold and unimpressed. They take no stock in the maxim that "revolutions never go backward." On the contrary, they seem to think that the revolution through which the world is at present passing will carry them back to the "good old times" of long ago.

Not content to abide by the reforms made by recent legislation concerning seamen, these patriotic (?) promoters of the American merchant marine would wipe from the statutes the most important enactments of the past twenty-five years. Not content with his, they would go back to the period anterior to the establishment of the Nation itself and resurrect the conditions existing in a world that had not yet drawn its first breath of liberty.

All this, be it remembered, in the interest of the new American merchant marine! Well may that service pray to be saved from its friends among the shipowners!

A bill recently introduced in Congress proposes to abolish that provision of the Seamen's Act which guarantees seamen payment of one-half of their wages in every port of lading and discharge during the voyage. This provision was included in the first Act of Congress dealing with seamen, passed in 1790. The only change made by the Seamen's Act in this feature of the law is to make it mandatory, instead of optional as before. While the law was optional it was harmless from the shipowners' point of view. They disregarded it, and it became a dead letter. The provision of the Seamen's Act is objectionable because it must be obeyed. Hence the shipowners propose to repeal it and in so doing to abolish even the optional feature that has been part of the law for nearly one hundred and thirty years.

Under the present law the shipowner holds one-half of the seaman's wages during the entire period of the voyage as a guaranty that the seaman will fulfil his contract. The shipowner wishes to hold the whole of the seaman's wages, subject to his own pleasure in the matter of making part payment at ports of call during the voyage. Ostensibly the object is to improve the seaman's morals. In reality the purpose is to again place the seaman in a helpless position, compelled to submit to whatever impositon may be placed upon him under penalty of losing his entire earnings.

The shipowners also propose to amend the Seamen's Act by re-establishing imprisonment for desertion, thus reverting to the system which, as the United States Supreme Court in a recent decision declared, is based upon the laws of the ancient Rhodians, "which antedated the birth of Christ by about nine hundred years"!

For thirty years the seamen have been struggling to free themselves from this system. The Seamen's Act marked the successful completion of that work by granting seamen the "right to quit." The shipowners would undo the progress of a generation, and return at one step to the dark ages of human slavery.

This, be it still remembered, in the interest of the American merchant marine!

The bill in question would reduce the proportion of crews able to understand the orders of the officers from seventy-five per cent. to thirty-five per cent., and would also reduce the length of experience necessary to qualify as able-seaman from three years to twelve months. In a word, the shipowners wish to man their vessels with crews two-thirds of whom can not understand the language of the ships' officers and with able-seamen—the most important element of the crew—of only one year's previous experience. And so forth, and so on.

We do not believe it possible that Congress will act favorably upon these reactionary proposals. We know that these proposals are directly contrary to the spirit of the times. We also know that the American people do not wish the new merchant marine built up at the sacrifice of justice to the men who "go down to the sea in ships."

The American merchant marine, to be worthy of the Nation, must be built upon the highest standards in every respect.

The shipowners should be advised to turn around and face the future in the spirit of modern progress, instead of looking backward in the spirit of medievalism. In the former attitude they will find themselves in accord with a wide-awake world; in the latter attitude they need expect no company but that of the grave.—The San Francisco Star.

LABOR IN LEAGUE OF NATIONS.

It is not in contemplation that this should be merely a league to secure the peace of the world. It is a league which can be used for co-operation in any international matter.

That is the significance of the provision introduced concerning labor. There are many ameliorations of labor conditions which can be effected by conference and discussion. I anticipate that there will be a very great usefulness in the Bureau of Labor which it is contemplated shall be set up by the League. Men and women and children who work have been in the background through long ages and sometimes seemed to be forgotten, while Governments have had their watchful and suspicious eyes upon the manoeuvres of one another, while the thought of statesmen has been about structural action and the large transactions of commerce and of finance.

Now, if I may believe the picture which I see, there comes into the foreground the great body of the laboring people of the world, the men and women and children upon whom the great burden of sustaining the world must from day to day fall, whether we wish it to do so or not, people who go to bed tired and wake up without the stimulation of lively hope. These people will be drawn into the field of international consultation and help and will be among the wards of the combined Governments of the world. This is, I take leave to say, a very great step in advance.—President Wilson at the Peace Conference.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

hatchet and smash all the machines before he will deal with the union.

The unionists don't seem worried over this sabotage threat. They laugh at the irate boss who is assured that others have made similar statements, but failed to "make good."

A representative of the union says the girls are paid 35 to 40 cents for a dress or suit that is sold for $30.

Big Steel Profits.

The financial editor of the New York World analyzes the last report of the Steel Trust, which has reduced dividends.

It is stated that the trust was earning at the rate of nearly $1,000,000 a day during the last quarter, of which the greater part was set aside for Government taxes.

"Under normal conditions," it is stated, "such earnings would be regarded as phenomenal. The steel corporation, during the entire year, set aside about 58 per cent. of earnings for corporation and excess profits taxes. If the taxes are cut in the pending revenue bill, as is generally expected, the corporation would still have a sizeable fund for the payment of dividends, and perhaps even extras, without showing earnings greater than in the last quarter of 1918 before the allowance for taxes.

"It appears to be plain that the steel industry was earning in the last quarter at a rate higher than in any but the most favorable pre-war times."

Private Owned Land Differs from Railroad.

In a memorandum submitted to the Senate Interstate Commerce Committee favoring the operation of railroads by employes, Glenn E. Plumb, attorney for the railroad brotherhoods, draws a sharp distinction between lands held by railroads and lands held by private parties. The attorney was discussing Government ownership and quoted court decisions to sustain his opposition to the claim that railroad lands should be appraised at the market value, regardless of investment, and that the manner in which these lands were acquired by the railroads must not be considered.

"Railroad property is property in which the Government or the public has an interest," it is stated. "It is acquired only for the public service and not for private use. It is dedicated to the public service by the fact of its acquisition and is held by corporations whose charters expressly limit the holding or acquisition, use and ownership of the property so acquired, to a holding, acquisition, use and ownership for public service.

"All railroad charters permit the acquisition of land only for railroad purpose, whether it be acquired by purchase, gift, grant or condemnation. All railroads are public highways. A railroad corporation is an agent of the State for the operation of a public highway. When it accepts a charter authorizing it to perform this function and acquires property, under such a charter, it thereby dedicates that property as a public highway for the public service. It retains in that property a private interest granted to it by its charter.

"That private interest is merely the right to hold title to the property, subject to the public right of user; to operate it in the interest of the public and to charge for its service such reasonable rate as will permit it to earn a fair return upon the money honestly and prudently expended. It has no right to sell the property which it holds except subject to the public right of user. It may not sell the property until its usefulness is extinguished. It may not give it away; it cannot merchandise its lands, its buildings or its equipment.

"Property held by such a title cannot have market value because market value or exchange value implies a freedom to purchase or sell in the open market. Where this freedom does not exist there can be no market value."

Six States Don't Limit Women's Hours.

In a survey by the woman-in-industry service of the Department of Labor it was found that Indiana is one of six States that has no legislation regulating hours for working women, the other States being Iowa, West Virginia, New Mexico, Florida and Alabama. The survey covered 112 plants, employing over 12,000 women. It is stated that women were working as long as 65 hours a week in a clothing factory, 84 hours in a cannery, 75 hours in a seven-day week manufacturing caskets and 88 hours and 40 minutes in a plant on automobile parts.

The only restriction on the employment of women workers over 18 years of age prohibits employment in manufacturing between the hours of 10 o'clock at night and 6 o'clock in the morning. This makes it possible "for a woman to work in a factory from 6 a. m. until 10 p. m., with one hour for lunch, making a 15-hour work day," or she may work all night in other occupations than manufacturing, such as a bakery or a railroad yard, and yet keep within the law.

The report states that "in the day nurseries of Indianapolis many little children are brought in before 6 a. m. A woman with a family must get her own breakfast and that of her children before she starts for the factory, which is often at a distance from her home. At night there is the dinner to cook, dishes to wash —all this after her day's work."

It is stated that in sixty-one establishments women are subjected to the strain of continuous standing at machines or work tables, and in forty-three plants additional strains on the workers were noted, such as lifting heavy weights, running very fast machines, running unguarded machines and operating levers and foot pedals that require "considerable strength to manipulate."

Butte is now said to be not only the sheepshearers' headquarters of Montana, but of the Western hemisphere. Recently it was world headquarters of an international convention, and the Butte Sheepshearers' Union entertained ninety delegates from all parts of the world, even Australia and New Zealand being well represented.

According to data compiled by a London statistician, German submarine warfare has deprived Norway of 150,297 tons more of shipping than the tonnage of the entire Swedish fleet at the beginning of the war.

THE LEAGUE OF NATIONS.

(By Walter Macarthur.)

The labor movement stands for peace based upon justice in all the relations of men, industrial, social, and political. It stands for peace in international relations as a prerequisite to the establishment and maintenance of peace in the several nations.

Consequently the labor movement stands for a League of Nations, as now proposed, because it sees in the plan of that body the best promise yet given of an international agreement under which disputes shall be settled by the power of reason and in accordance with the judgment of mankind, instead of, as heretofore, by the preponderance of brute strength.

The labor movement, without exception or reservation, has stood loyally for the prosecution of the war. The men and women of that movement, equally with those of every other class, have given of their best, and have not paused to count the cost, in order to insure the triumph of the cause in which the Nation was engaged. They have worked and fought to "make the world safe for democracy." And now, having won the contest in the field, they join with their fellow citizens in every walk of life in the determination that that victory shall be made permanent by the adoption of a system which shall make war, if not impossible, at least avoidable under most circumstances.

The question confronting us is one of organization. Heretofore the world has been organized for war. The peoples have longed for peace but have been driven to war by the so-called "logic of events." All the means of making war were instantly available. It was easy to make war and difficult to preserve peace.

The war machine is a self-starter. The League of Nations will create a machine which will be in effect a self-stopper. It will provide a means by which war may be avoided, thus making possible a realization of the peoples' longings for peace.

We do not look for perfection in the plans now before us for consideration. Naturally the plans are subject to criticism, more or less honest and more or less justifiable. The important thing is that these plans make for a good beginning in the right direction, and as such are entitled to, and doubtless will receive the support of every man and woman who holds the principles of right dealing between nations above any selfish desire for national glory or aggrandizement.

The labor movement is proud to hail as its friend, tried and found true in many a crisis, the man who presides over the destinies of our country. That movement reposes the most implicit confidence in the patriotism and intelligence of Woodrow Wilson. It joins with the world at large in honoring the President of the United States as the spokesman of democracy and the acknowledged leader of mankind in its march toward a new and better era in the affairs of the world.

As we have supported our President in the great tasks of the war, so we now support him in the greater task of making peace, peace based upon the principles of justice, peace not for to-day alone but for all time.

A DISASTROUS YEAR.

The year 1918 was almost a hoodoo twelve months for vessels well known on the Pacific Coast. Many steam, sailing and motor-driven craft were lost during the year, according to the statistics compiled by Abe Marks of the Marine department of the San Francisco Chamber of Commerce.

Among the passengers and freight carriers recorded as lost last year were the following:

Motor-ship Portland, with 1,503,000 feet of lumber, from Bellingham to Antofagasta, destroyed by fire.

Schooner Mahukona, while towing out from Apia, Samoa, with a cargo of copra, bound for San Francisco, drifted on a reef when tow line parted.

Steamship Umatilla, from Seattle for Singapore, went ashore at Imboyesaka. Many attempts were made to float the vessel, but without success.

Schooner Bertha Dolbeer, bound from San Francisco for Wellington, N. Z., never heard from. A ship's boat drifted ashore near Napier, N. Z.

Schooner James H. Bruce, bound from Eureka for Newcastle, Australia, wrecked on Beveridge reef, Nicholson's island, with 750,000 feet of lumber aboard.

Barkentine Koko Head, from Capetown, for Manila with coal cargo, destroyed by fire 180 miles west of Java heads.

Steamship Westerly, from Seattle for France, sunk off the French coast in collision.

Ship Tacoma, San Francisco for Bristol bay, sunk by ice pack in Bristol bay.

Schooner Expansion, from San Francisco, for Suva, stranded at Suva.

Steamship F. A. Kilburn, formerly on the Eureka-San Francisco run, destroyed by fire at sea while being operated out of New Orleans.

Steamship Ravalli, from Seattle for Southeastern Alaska, lost on the shores of Lowe inlet, Greenville channel, Alaska.

Schooner Crescent, from Sydney for San Francisco with copra cargo. destroyed by fire at sea.

Steamship Rosalie, operated on Puget sound, burned to water's edge in Duwamish waterway.

Schooner Annie Larsen, from Hilo for Papeete, wrecked on Malden island.

Bark John Murray, from San Francisco for Melbourne, wrecked on Malden island.

Steamship Mary Olsen, with 1000 tons of coal aboard, destroyed by fire at Cienfuegos.

Steamship Luz Blanco, sunk off Halifax by submarine.

Schooner A. M. Baxter, from Suva, for San Francisco, with copra cargo, went ashore outside Suva.

Motor-ship Madrugada, New York, for Santos, sunk by shell fire from submarine.

Schooner Ethel Zane, San Francisco for Manila, abandoned near Island of Guam. Vessel foundered in typhoon.

Steamship Coos Bay, from San Francisco for nitrate ports, abandoned in sinking condition off coast of Mexico.

Ship Star of Poland, Manila for San Francisco, went ashore and was wrecked on coast of Katsuar Chiba, Japan.

Steamship Blackford, Seattle by way of San Francisco for Chilean port, with cargo of coal, abandoned in sinking condition 250 miles south of Magdalena bay.

Steamer Newburg, San Francisco for Jenner Landing, went ashore north of whistling buoy at Bodega.

Steamship Breakwater, wrecked off Zopotitlan, thirty miles north of Coatzacoalco.

Steamship San Gabriel, San Francisco for La Paz, never heard from, supposed to have foundered in a hurricane.

Steamship Princess Sophie, Skagway for Victoria, wrecked on Vanderbilt reef in Lynn canal.

Steamship Dumaru, San Francisco for Manila, by way of Honolulu, struck by lightning and destroyed by fire.

Steamship Mandalay, Crescent City for San Francisco, went ashore near Crescent City.

Ship A. J. Fuller, with cargo of salmon, sunk near Seattle by being run into by Japanese steamship Mexico Maru.

Motor-ship Ethel, from Santiago for Norfolk, with cargo of ore, lost off the coast of Cuba.

Barge Wallacut, in tow from Port Gamble to San Francisco, in attempting to cross Coos bay bar the hawser parted, and barge drifted ashore, with 800,000 feet of lumber.

Power schooner Illwaco, on fishing cruise, wrecked four miles north of Green island, B. C.

Steamship West Land, sunk in Atlantic by submarine.

Steamer Benito Juarez, from San Francisco for Manila, foundered in a gale forty miles northeast of Molokai channel.

Motor-ship Remittent, Pensacola for Valparaiso, sunk off Cape Gracias.

Motor-ship Stasia, burned to water's edge at Shanghai.

Ship Aryan, Wellington for San Francisco, burned at sea, 300 miles east of Chatham island.

Steamship Quantico, wrecked on Tablas island.

Steamship George Loomis, San Francisco for Coos Bay, with oil cargo, never heard from. Ship's boat picked up by passing steamer.

Steamship Iaqua, running out of New Orleans, burned at sea off the coast of Nicaragua.

ARTISTIC SEASICKNESS.

First Artist: "I received a magnificent tribute to my skill the other day at the exhibition."

Second Artist: "Indeed! What was it?"

First Artist: "You know the picture, 'A Storm at Sea'? Well, a man and his wife were looking at it and I overheard the fellow say, 'Come away, my dear; that picture makes me sick.'"

The union label is a competent and impartial record of aims and purposes. It is to a large extent a restraint on the trusts, for every purchase which goes with it, every label which bears the significant words, "eight hours," means employment to more men. It is the very acme of union co-operation.

"Let me repeat it, co-operation is a political training school quite as much as it is a training school in more decent business methods."—Professor John Graham Brooks: "Next Step in Political Reform."

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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PRINCE RUPERT (B. C.), Canada....P. O. Box 968
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG .....Alaska

UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Ore.....P. O. Box 138

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VICTORIA, B. C.....1424 Government Street

MARINE COOKS AND STEWARDS' UNION OF BRITISH COLUMBIA.

VANCOUVER, B. C.....529 Richards Street

Labor News

Negroes in Houston, Texas, are accepting the trade union theory and well-attended meetings are being held by the workers.

As a result of the back-to-school drive conducted by the children's bureau of the Department of Labor it has been discovered that 10,895 Texas children failed to enroll in any school last year.

A reduction in wages of $1 per day in the Butte District, and $.75 a day in Utah and Arizona mining districts have resulted in serious strikes in Butte, Montana, and Jerome, Arizona.

Five and 10 cent stores throughout this country, which usually pay starvation wages to the female employees, netted a surplus last year of $4,981,507 for the F. W. Woolworth company.

Organized street car men of Dayton, Ohio, have received nearly $60,000 in back pay, this being the amount of the increased wage they earned between June 24, when they returned to work after the strike, and October 24, when the award was made by the National War Labor Board.

President Farrington of the Illinois district, United Mine Workers, has ruled that locals can levy assessments for the support of co-operative movements providing the laws governing the levying of assessments are complied with. It is held that this levy is legal because "the international and district organizations in convention have indorsed the co-operative movement."

The altruism of John D Rockefeller, Jr., is doubted by Timothy Healy, international president of the Brotherhood of Stationary Firemen and Oilers. Mr. Rockefeller is given much publicity because of his talk about the "republic of labor" but in a New York newspaper President Healy says Mr. Rockefeller has "wiped out" locals of the Stationary Firemen's union in Bayonne, N. J.; Point Breeze, Pa.; Greenpoint, N. Y.; Whiting, Ind.; Port Richmond, Ind., and other places.

The Minnesota State Federation of Labor is giving wide circulation to the labor portion of Governor Burnquist's annual message. One of the Executive's recommendations is that the "vagrancy laws" include "dangerous agitators" who stir up strife and preach doctrines of discontent. The Governor also wants trade unions incorporated, is opposed to State-controlled workmen's compensation insurance and favors a State Constabulary. As far as labor is concerned, the message is a model for reaction.

President Evans of the International Association of Oil Field, Gas Well and Refinery Workers, says that eighteen years ago oil in the Louisiana and Gulf Coast Fields was selling for 30 cents a barrel and the workers received $3 a day. To-day oil in these fields is selling for $1.50 a barrel and the workers receive $4 to $4.77 for 8 ten and twelve hour days. "The oil field workers in this district," says President Evans, "have been waiting for eighteen years without the operators showing any interest in their civic, social or sanitary condition. Is it not a bit peculiar that the operators should manifest so real interest in the welfare of the workers at a time when the International Association of Oil Field [illegible] strikes."

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abdin, K.
Ann, Hans
Anderberson, John
Anderson, Olaf
Anderson, Martin
Andersen, Andrew
Anderson, Otto E.
Anderson, Thomas
Anderson, John
Fred
Anderson, Reginald
Anderson, Charley
Anderson, Paul
Walfred
Andreas, Carlin
Andersen, John
Aien, Hans
Akesen, A. R.
Anderson, Sam
Backstrom, C. F.
Barker, B.
Baptista, L.
Baumgartner, Gust
Bergen, Gustav H.
Berglund, Ivor
Bergstrom, Karl
Berensen, Albert
Brorkstrom, Saphia
Bigel, Johann
Boysen, J.
Burke, Carl
Bjornstrom, A. W.
Bugge, J.
Bungel, Johan
Brandberg, G.
Bruce, Robert
Brumley, S.
Ball, W. J.
Berg, K. G.
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Carlmark, B. G.
Chamberlain, L. C.
Carney, James
Carrol, J.
Carstensen, C.
Clausen, Alex
Caglan, Joe
Collin, Geo.
Cunningham, James
Cormack, Wm.
Carlson, J.
Dahlstrom, Arthur
Daly, John
Drage, John
Davis, Harold
Dean, James W.
Dutton, Henry
Dahlberg, Eric
Donovan, John
Eaton, Isaac
Ethson, John E.
Engstrom, Fred
Ellison, John E.
Ejersen, P.
Ettman, K.
Edwards, John
Ekdahl, Fred
Erickson, John
Eckstrom, George
Fiddes, Wilfred
Foetig, John
Forstrom, Oskar
Forsberg, S. L.
Fosi, Andrew
Fank, Elmer
Fernquist, C. W.
Farquhar, B.
Folsh, Chas.
Gabrielsen, Peter
Gebrubsen, P.
Givens, J.
Grendal, Soren
Gasson, Joe
Grisebert, Erdman
Gronberg, Theodore
Grane, Olliver
Gullipsen, G. S.
Gustavsson, Axel
Gronseth, Johan
Gittler, Karl
Gran, A. -1116
Hansen, Sigvard H.
Hoire, John
Holmstrom, Harry
Houston, Bobert
Held, H. P.
Hilliard, C. R.
Hansen, Adolf
Hanson, Jorgen
Holke, G. P.
Iversen, P.
Juel, Emil
Jacobsen, Oscar
Lindsetz, Adolf
Lauritsen, C.
Johnson, Richard
Johnston, Ed.
Johansen, Angell
Jewell, Charles
Jensen, Henry
Jorgeson Fredrick
Jensen, Hans
Johson, E. C.
Johnson, Gust
Karlberg, Erick
Karlson, Leonald
Karlson, Axel
Kenny, John
Lassen, Mads
Larsen, Lars
Lund, Carl
Kippel, Louis
Kelsod, Geo
Kinkman, W.
Kalck, John
Kuten, A.
Kristensen, Kristoffer
Kroon, Zion
Kruger, Gusta
Karlson, G. A. -1190
Knudson, B.
Larsen, Hans
Larsen, L. A
Larson, Martin
Larsen, Sigurd
Levi, Waino
Lakey, Chas.
Link, C. M.
Lewis, Harry S.
Linthorn, Herbert J.
Lafstrand, Gust
Lyngnes, Chris
Lyons, Stephen
Larsen, A. M.
Larsen, Alexander
Landstrom, G. H. M.
Lilljegren, D.
Lilljegren, S. D.
Mahler, Hans R.
Matokka, —
McCormack, W. C.
McGillvary, B. D.
McGovern, R.
McDonaugh, E.
Matheson, David
Mattson, Erick
Magnuson, John
Messcoll, Mat
Miller, A.
Moberg, K.
Meskill, Mat.
McDonald, Wm.
McPherson, James
Muler, James
Mattson, John
Magnusen, C. G.
Mathisen, Jorgen
Mitchell, Alex
Mortensen, K. A.
Nelson, Axel
Nelson, Laurits
Naro, H.
Nilson, Christ
Nilson, Joseph
Nilson, H. L.
Norberg, Axel
Nyhag, Julius
Nelson, A. H.
Nordholm, Anton
Nyman, Sigurd
Nyman, J. E.
Olsen, Albert
Olsen, Carl
Olsen, Emanuel
Olsen, Hans
Olsen, Joseph
Olsen, Ed Ole
Olsen, O. P.
Olsen, Thomas W. O.
Ottman, Gust
Orestad, Biorn
Ovist, John
Overland, Oscar
Odall, E. W.
Olsen Ingvald
Olsen, C. E.
Owens, Wm.
Palm, Chr
Parker, Albert
Pekki, Emil
Peters, Fred W.
Pedersen, Harald S.
Petersen, Charles
Peterson, O
Peterson, Walter
Peterson, C. H.
Petterson, A. K.
Pliscott, Otto
Prantea, A.
Punis, Anthony
Pedersen, P.
Pedersen, N. B.
Renstrom, Peter
Rasmussen, Page
Rasmussen, Peter
Rantanen, H.
Raad, Sigurd
Rostyed, I.
Roskinen, Waino
Reinhold, Gustaf
Reyheim, O.
Risnes, Georg
Rackower, Max
Ronkved, Oge
Rounnig (Package)
Samelson, Emil
Salversen, T
Sevegrud, Geo
Schmidt, Emil
Smith, Geo
Smith, Erick
Skedsma, A.
Svedsrud, Billy
Stenberg, Hialmar
Stark, Ben
Stratton, Murry
Slack, Phillip
Stuff, Charles
St. Clair, Thom
Sorensen, Centon
Sorensen, Chris J.
Svenson, Nikolous
Sorenson, Ben
Sorensen, Oscar
Swanson, Wm
Sauer, Ernil
Sorensen, Henry
Schafer, W.
Sverdrup, T.
Tabrassen, Tobias
Taft, H.
Tanskoo, Otto
Tharstensen, Carl B.
Taylor, W.
Thomsen, Wm.
Tingberg, Axel
Vestgaard, John
Veen, Ole Olsen
Webber, Fred
Winberg, E.
West, J. N.
Williams, O. C. W.
Wilkeson, Dave
Winters, Robert
Wilson, C.
Will, Arthur
Witanen, Carl
Walker, G. E.
Waage, Bert
White, W. S.
Westerlund, Albert
Williams, John
Wick, John
Williams, T. C.
Wickman, J.
Wilson, Alex
Zedonk, A.
Zimmerman, Ed.

Alaska Fishermen

San Francisco

Anderson, H.
Bagdon, William
Bedin, E.
Burg, John
Bywater, Charles
Christensen, Wm.
Demberg, Aug.
Danielson, Arthur
Deckring, Otto
Erikson, John
Forsel, C. A.
Glynn, Frank
Gailetsen, Hans
Hagen, Louis
Hagman, Edward
Hansen, Emanuel
Hansen, J.
Hanson, Ole
Hanson, William
Jakobsen, Jack
Jewett, Charles
Johansen, Gus.
Johanson, Charles
Johanson, F. C.
Johanson, Hans
Johanson, J. G.
Kruger, W.
Kuhn, John
Larsen, Olaf
Larsen, Lauritz Gotfried
Lindberg, A.
Meyer, Hans
Mittmeyer, J.
Mittchel, Joseph
Morris, Frances
Nannestad, Arthur
Ode, Blom
Olsen, Johan Oscar
Olson, Anskar
Osberg, Ansgar A.
Peterson, Robert
Rod, Sakarias
Sheldon, C. B.
Simonds, J.
Steen, J. I.
Sundberg, K. K.
Taube, August
Tobi, August
Thompson, A.
Vujanovich, Vasil James
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Torin, Gustaf A.
Thompson, Alex.
Valfors, Arvid
Williams, T. C.
Wilson, W.
Wendt, Walter

INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

11-6-18

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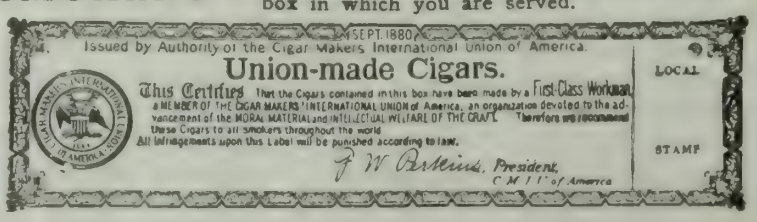

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INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

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INFORMATION WANTED.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Home News

In the Senate an attempt by Senator Borah to repeal by amendment certain sections of the Espionage law giving authority to the Postmaster-General to exercise censorship over mail matter was voted down by a 39 to 25 vote.

Two bills have been proposed to the New York Legislature at Albany, looking to the return to the convention as a nominating medium for State officers, instead of the primary system, which has not proved satisfactory to the politicians.

Practically without debate the North Dakota Legislature has ratified the seven Nonpartisan League amendments to the State constitution which were voted upon at the last general election. By their final ratification the amendments become part of the State constitution, and will permit the Nonpartisan League to carry into effect its whole program of State-owned elevators, flour mills, coal mines, packing plants, etc.

Following the example of the older States in the suffrage line, Michigan had the experience of a woman jury. The case before it was one of intoxication. Two juries composed of men had heard the testimony and failed to agree. It is said the woman's jury was impaneled as a last resort. The women seized upon the facts and dealt with them summarily, and in twenty minutes returned the verdict of guilty.

During the Senate debate on the $100,000,000 food appropriation for starving Europeans, Senator Gore said that D. W. Taliaferro, vice-president of the Hammond-Standish Packing Company of Detroit, in testifying before the Committee on Agriculture, "innocently told us that this $100,000,000 or a great deal of it was to be used in stabilizing the price of packing house products so that the packers could dispose of the stocks they had on hand and obviate a loss."

An act has been proposed to the General Assembly of Connecticut to exempt all products of labor from taxation. The tax upon land is to be increased until its speculative holding out of use will be rendered unprofitable, and the sources of all wealth become accessible to every inhabitant under conditions of democratic equality. All property other than land, taxable October 1, 1920, shall be set in the tax list at 80 per cent. of its actual value. This per centum shall be reduced one-fourth October 1, 1921, and one-half October 1, 1922, three-fourths October 1, 1923, and October 1, 1924, all taxation aside from that on land is to cease altogether.

Secretary Lane of the Department of the Interior has submitted to the House Appropriations Committee a request for $200,000 to be spent in making a special investigation in respect of the power supply of the industrial region between Boston and the city of Washington. The investigation is to be the basis of a constructive national policy in reference to power supply, which has grown enormously throughout the country since the beginning of the war. In the region between Boston and Washington there is power-producing machinery capable of 8,500,000 horsepower. This equipment increases from 500,000 to 1,000,000 horsepower annually.

The Board of Health Claims the Spanish Influenza Epidemic is Liable to Break Out Anew

Preventive measures against "THREE DAY FEVER," "THE FLU," "THE GRIP."

Keep away from the cougher, sneezer or spitter who does not use a handkerchief.

Keep out of crowds whenever possible.

Don't use dishes or towels which have been used by others until they have been washed in boiling water.

Don't put your lips against the telephone mouthpiece and don't put into your mouth pencil or any other article that has been used by another.

Keep in the fresh air and sunlight as much as possible and wear sufficient clothing to keep warm.

Sleep in a well-ventilated room under plenty of bed clothes.

Walk instead of using the street car whenever your journey is a short one.

Be temperate in eating and observe the ordinary rules of hygiene.

Wash your hands and face immediately upon reaching your home and change your clothes if possible before mingling with the rest of the family.

Keep your bowels in good order. It is very essential that this last order be carried out. If necessary use a good laxative such as laxcarin.

CURATIVE MEASURES.

Go to bed upon the first indication of illness and call a doctor.

Take a good laxative—two laxcarin tablets if necessary.

The sick person should have a room by himself.

Care should be taken to have the sick person cough, sneeze or expectorate in gauze or tissue paper, which should be burned at once. Persons handling this gauze or tissue paper should wash their hands after each attention.

Patent medicines should be avoided. Nothing but a good laxative should be taken before the doctor arrives. Take a laxcarin tablet.

The patient's room should be kept well ventilated; care should be taken that no draft strikes him.

Visitors should be kept from the sick room.

The patient should remain in bed long enough after the fever has subsided so that he will be in no danger of an attack of pneumonia.

The bowels must be kept working—use Laxcarin.

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DEPARTMENT E-99 **PITTSBURGH, PA.**

Domestic and Naval

The Greek steamer "Tharros," ex "Netherby Hall," 3,316 tons gross, 2,139 net, built at Greenock in 1890 and owned by Aristides Milonas, Chios, has been sold for about £185,000.

The growth of the "Isherwood" System still goes on with great rapidity, and although the returns up to date show that since the end of 1917 no less than 250 vessels, aggregating in dead-weight carrying capacity 2,500,000 tons, have been contracted for, it is believed that a good many more have been arranged for during the past few months, particularly in this country.

Liners which have been in the British Admiralty service as auxiliary cruisers, patrols, transports, etc., are being released in considerable numbers, and already there is a large tonnage of shipping of this class in the hands of British builders for reconstruction and restoration to their pre-war condition. As these ships were all of the high-class passenger type, the work of reconstruction will in some cases occupy months. The owners are adopting the policy of sending the vessels to the firms which built them.

The American Merchant Marine Insurance Company of New York, which recently took over the outstanding American business of the Prussian National Insurance Company, of Stettin, through agreement with the Alien Property Custodian, has increased its capital from $300,000 to $400,000. This company, which was organized in 1916, will now operate a fire branch. It was heretofore a strictly marine company and it is believed that the fire branch will probably be run in collaboration with the fire branch of the United British Insurance Company, Ltd., of which C. P. Stewart & Co. are United States managers.

The Atlantic Corporation, of Maine, has brought suit against the Emergency Fleet Corporation to annul a contract to build ten steel ships. The Atlantic Corporation took over the old paper mill on the Piscatauqua River at Portsmouth and converted it into a shipyard for the purpose of carrying out this contract, which was to build ten 8800-ton steel ships at the fixed rate of $160 per ton, d. w. It is alleged in the suit that the carrying out of the contract would ruin the company. Attachments have been placed by creditors on six hulls in construction at the yard. The outstanding indebtedness of the company is said to amount to $609,000.

A good story is being told of some "enterprising" members of a New York shipping firm who "put one over" on the selling agents of two famous makes of cars. In order to supply themselves with the outward signs of prosperity, these particular shipping men—who are connected with a line of the "mushroom" description—placed an order for export, which made the price of the cars only about one-half of the regular price. The cars were delivered crated at the pier rented by that firm, where they were taken out and run up to various garages. It is also said that, not satisfied with obtaining cheaply the outward signs of prosperity in this manner, these enterprising men also replace worn-out tires with new ones obtained in the same fashion.

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Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

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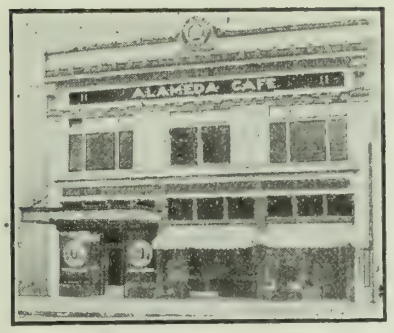

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News from Abroad

In the zone of occupation on the Rhine the Americans with the other Allies are doing their best to restore a normal economic situation and are finding occupation for the unemployed Germans.

Advices from Copenhagen recently gave the information that a Soviet commission was passing through that city on the way to America, with the purpose of buying agricultural machinery of the value of 40,000,000 rubles.

It is announced that the Royal Belgian Lloyd has purchased in Great Britain steamers of a total tonnage of 200,000. The same company is purchasing new tonnage in the United States, a sum of $40,000,000 having been provided for that purpose.

Germany could pay an annual indemnity, according to John J. Arnold, the Chicago banker, of $3,500,000,000, by means of a tax on her raw materials. Her coal deposits alone amount to more than 300,000,000,000 tons, without counting those of Alsace-Lorraine.

The Amsterdam Handelsblad states that besides sixty British merchant ships which are to be repaired at Rotterdam, British merchant vessels will also go to Amsterdam to be repaired at the works of the Dutch Shipbuilding Company. The requisite material will be sent from England.

The Japanese steamship "Atsuta Maru No. 1," 4,100 tons dw., built last year for Messrs. Sato & Co., has been sold to the Taiyo Kaiun Kaisha at 525 yen per ton. The Aichi Kisen Kaisha, of Kobe, has bought the "Hakata Maru XI.," 800 tons, for 385,000 yen. The steamship "Mansei Maru," 3,100 tons, has been sold by the Sajhalien Steamship Company to the Kuhara Company at 630 yen per ton.

The new head of the Hamburg-American Line who has been chosen to replace the late Albert Ballin, whose death is still shrouded in mystery, is Dr. Wilhelm Cuno, who was born in 1876 and has been a Government official in the Finance Department since 1907. During the war he was engaged principally in food supply. His appointment to the Hamburg-American Line dates from November 1 last.

Mr. Bernard A. Rosenblatt, member of the national executive committee and president of the Zion Commonwealth, is in London to attend the inter-allied Zionist conference. Mr. Rosenblatt will submit to the conference a memorandum on land value taxation in Palestine and will make preparatory arrangements for establishing branches of the Zion Commonwealth in other countries. It is understood in Zionist circles that he will also take steps toward the purchasing of land in Palestine for the Zion Commonwealth.

The share of work performed by women in British shipyards is said to have been greatly exaggerated. It is not expected that women discharged from munition plants will be engaged in large numbers in the shipyards, and it is considered doubtful that more than a small number of women can ever find work in shipyards and marine engineering shops. They have been tried on the Clyde during the war, and it has been found that, while they are quite satisfactory as workers, the number of jobs suitable for them is so small that very few of them can be employed.

With the Wits

"Who's going to win?"

"Why, the Allies, you nut!"

"But I mean the governorship."

"Let's see, now—who's running?"—Buffalo Express.

He—My ideal of a wife is one who can make good bread.

She—My ideal of a husband is one who can raise the dough in the hour of knead.—People's Home Journal.

"What has become of the greyhound you had?" "Killed himself." "Really?" "Yes, tried to catch a fly on the small of his back and miscalculated. Bit himself in two."—Tit-Bits.

"Have you read the war news today?"

"Not all of it. Got so much war work to do that I haven't had time yet to enjoy myself reading about it."—Washington Star.

"That was a great shot you just made," said a golfer.

"I wish I knew how you did it."

"So do I," replied the player, who was at least honest, and knew that it was an accident.—Detroit Free Press.

"Well, here's one benefit from the war. The burglars and strong-arm men have been draited, and there isn't so much danger of being held up."

"Evidently you haven't eaten in a restaurant lately."—Life.

"The coal situation doesn't worry me. I've managed to get four tons."

"But surely you don't expect four tons to last you all winter."

"Yes, I do. The hired man who runs my furnace used to be janitor of a city flat."—Boston Transcript.

"My sister Maggie is a very fortunate girl." "Yes? Why?" "Dunno. But she went to a party last night and played blind man's bluff all the evening. The gentlemen hunt around and find a girl, and then they must either kiss her or give her a shilling." "Yes?" "Maggie came home with thirty shillings and a war bond."—Tit-Bits.

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VOL. XXXII, No. 27. SAN FRANCISCO, WEDNESDAY, MARCH 12, 1919. Whole No. 2529.

THE BERNE LABOR CONFERENCE

Reasons Why A. F. of L. Delegates Refused to Attend

That all is not smooth sailing between the principal American and Allied Labor representatives in Europe has been evident for some time past.

Those who have tried to keep in touch with the situation will find much instructive information in the article published herewith. The story is supplied by the American Alliance for Labor and Democracy through its Paris representatives. It is believed to be the first complete and comprehensive statement printed in this country of the reasons which prompted the representatives of American labor to hold aloof from the so-called international Socialist and labor conference at Berne, Switzerland. The American delegation includes Samuel Gompers, president, and the following vice-presidents of the American Federation of Labor: James Duncan, president, Granite Cutters' International; William Green, secretary-treasurer, United Mine Workers; John R. Alpine, president, Plumbers' and Steamfitters' International, and Frank Duffy, vice-president, United Brotherhood of Carpenters and joiners.

Owing to the distance between America and Europe, and there not having been a united program between representatives of organized labor in continental Europe and Great Britain, detailed correspondence with reference to united procedure of all parties concerned at the present time was next to impossible. For these reasons the delegation representing organized labor in America went to London and to Paris to enter into preliminary conferences with other groups of labor representatives to bring about an allied convention at Paris.

At a labor meeting held in London in September, 1918, an agreement was reached that as soon as possible after peace was declared in Europe there should be a conference called of the labor representatives of the inter-allied countries and America, to be convened at the same time and place as the official Peace Conference. A group of men principally interested in their several political parties arranged for a conference at Berne, Switzerland, and at the same time assumed to call, without authority, a labor convention to be held at Berne concurrently with the political convention.

This situation becoming known to the American labor delegation, the members of it sought a conference with the representatives of organized labor of Great Britain in London and invited the French labor representatives to also attend. In this way the American delegates expected to bring about a convention at Paris, where the official Peace Conference is now in session, which action would not only be in accord with the decision reached at London last September, but in full accord with the action of the American Federation of Labor at several conventions in which it was decided to send representatives at the same time and place as the official Peace Commissioners would be in session.

This action, as well as the decision of the London convention last September, was primarily and chiefly prearranged in order to bring all possible influence upon the Peace Commissioners and, in a general way, to incorporate in their conclusions conditions representative of organized labor which it was expected would be of benefit, not only to the workers in the allied countries and in America, but also similarly to all the workers throughout Europe, and in a very great measure thereby influencing progressive and just policies to all the workers of the world.

A conference was held in London between the American delegates and the Parliamentary Committee of the British Trades Union Congress at which information was given that the French labor representatives above referred to deemed it not necessary for them to visit the London conference, because the American and British labor representatives would be immediately in France and at Paris, at which time the conference which had been suggested to be held in London could be convened, perhaps informally, but with the hope of arriving at a course of procedure which would be mutually satisfactory to organized labor as represented by the three groups of delegates.

Several conferences were held at Paris, but owing to some misunderstanding about when the Paris conference would be held the British representatives did not attend. Instead they sent a letter indicating their friendliness to the purposes of the meetings. At the London and Paris conferences it was evident that the British and French representatives had already concluded to attend the Berne conference above referred to, although admitting the irregular course pursued in calling it.

The American delegation thus ascertained that the purpose of meeting at Berne was because delegates from the countries of the Central Powers had been invited and would also be present, and that the main reason for meeting at Berne was for the purpose of arranging Socialist procedure of an international character. Berne had been selected as the place of meeting owing to peace terms not yet being prepared and signed, and it would not therefore have been diplomatically proper nor advisable to have had German, Austrian and Bulgarian delegates at a meeting held in Paris. In addition to this the American delegation considered that if such a convention hoped to have influence with the official Peace Commissioners now in session at Paris that purpose would not be enhanced, in fact, might largely be hampered, if labor conditions and provisions were submitted to them in which labor delegates representing the countries which had composed the Central Powers in the war participated, for it would have been obvious that the proposals submitted were largely "German-made."

The Berne conference was originally proposed as conferences of citizens of the allied countries. By a device that we cannot approve this purpose was covertly altered so as to include delegates of the nations with which our countries were and technically are still at war. While, therefore, the official Peace Conference is in session and before it has admitted to participation therein representatives of the Teutonic powers, it was proposed that we should sit side by side and face to face with such representatives, call them comrades and in this public way condone the hideous and unforgettable crimes against humanity and democracy committed by their nations. This, for the present, we declined to do.

The peace deliberations are based upon the program of meeting delegates from the Central Powers only after the Allies and the United States have agreed among themselves and are in accord as to the terms to be insisted upon at the peace table. The Commissions representing the Allies and the United States and the other countries interested are now in session in Paris, and it would seem to be the logical course, and we are so instructed by several conventions of the American Federation of Labor, to present labor's demands at this time and place. Labor of the Central Empires has the same equal right to present their demands to the Commission which will represent them at the peace table.

Had we overlooked the irregular manner of calling the Berne conference and the fact that it is called to be held in a neutral, instead of an allied country, and decided to go to Berne, where would the Commissions of the Allies and the United States get a truly bona fide statement of the Allied and American labor demands? We declare the Berne conference to be irregular in conception and we can conceive of no good which would result from our attendance.

For these reasons the American labor delegation concluded not to participate in the Berne conventions. The Belgian labor delegation also concluded not to attend. In order, however, to be as useful and as constructive as possible, the American delegation proposed that a convention be yet held in Paris at the earliest possible date of the labor delegation from America and representatives of organized labor of the allied countries.

This was approved by the Belgian delegates and may yet be held, for there is nothing the representatives of organized labor of America and of the Allies need to go to a neutral country to discuss. Besides, such action would be, as already stated, in accordance with the original course mapped out. This would also afford opportunity from time to time to take action while such a convention was in session in Paris to present to the official Peace Commissioners at close range the deliberations of the inter-allied delegates thus in session at Paris.

The delegation from America is not entirely opposed to going into conference with dele-

gates from the countries of the Central Powers, but they believe the present is not an appropriate time to do so, and that when the Peace Commissioners have so far proceeded with their deliberations that they can invite the representatives of the Central Powers to sit with them and to sign the terms would instead be the opportune time, or as soon thereafter as possible, to hold a great general labor convention for the purpose of a better understanding and for arranging methods of procedure which would be of benefit, not only throughout America and Europe, but to the whole world.

For the present the American delegates prefer to officially meet and transact business with representatives of labor from the countries which had to defend themselves against the ruthlessness of imperial Germany, and in which inhuman procedure there is ample evidence of the Socialist and labor representatives, particularly of Germany, having almost unitedly supported the German war activities and atrocities. The American proposition to hold an inter-allied conference of the representatives of organized labor is now before groups of union representatives of the Allied countries, and it is hoped and expected that as soon as a full interchange of views has taken place among the representatives of these countries, the proposition of the American delegation will be accepted.

In the meantime, in accordance with the action of the American Federation of Labor, its delegates now in Paris will hold conferences from time to time with the official Peace Commissioners of America for the purposes of general understanding and so that, through these commissioners the essential and progressive principles of organized labor will be fully submitted to the official Peace Conference.

DRIFTING MINES.

It is stated that twenty-five mines were sighted by a steamer recently off the Atlantic coast. There will probably be many floating mines for months to come and doubtless some marine accidents will result. Of course, measures will be taken to pick up and destroy these menaces to navigation, but it is almost impossible that all should be found, and ship captains must run a certain degree of risk. After the Russo-Japanese war ships were sunk for a long time after the cessation of hostilities, as mines were carried out into the Pacific, some of them torn from their moorings and others being drifting mines. It is not known how many free mines the Germans set afloat, but it is believed a great number were thus started forth on missions of destruction. Fortunately the trend of currents in the North sea is into the Gulf stream, flowing toward Spitzbergen. There is a return current west of Iceland which might bring mines back by the Labrador current into the navigation zone between the Gulf stream and the coasts of Newfoundland, Nova Scotia and North-eastern United States, which is the principal steamer lane. Mines that chance to work their way through the English Channel might get down into the Canaries current and so flow into the Gulf stream from the south. Were the current conditions otherwise than they are, the danger from this source would be extremely grave. Mine sweeping must be continued with unremitting diligence until the seas are made safe again.—Washington Star.

"Democracy means co-operation. It means the people trusting themselves, believing in themselves, organizing for their own benefit, getting for themselves all the benefit of concentration and efficiency."—Dr. Frank Crane.

When we are inclined to be impatient of the small-mindedness that sometimes crops up in the labor movement we should reflect that, after all, the fact is a compliment to the intensely human character of the institution.

THE CHANNEL TUNNEL.

Those among our readers who may have assumed that the project for a tunnel between England and France was dead, or at least moribund for the period of the war, will be undeceived by reading General Francis V. Greene's presentation of the matter in the current number of the Yale Review.

It is well understood that the French Government has always been in favor of the project, and while the latest utterance of the British Government on the subject, made on August 16, 1917, was to the effect that "it is not practicable to proceed further in the matter during the continuance of the war," yet the press of both London and Paris during the past year has taken the opposite view and General Greene thinks there is reason to believe that the only objection on the part of the British Government at the present time is the difficulty of finding the money and the labor.

American engineers and contractors, according to General Greene, have studied the problem and are convinced of its feasibility. It has even been seriously proposed that the United States Government itself should undertake the work, with the consent, of course, of the British and French Governments.

The engineering proposition in its present stage is this: To construct under the English Channel two tunnels of approximately the same size and character as those of the Pennsylvania Railroad which extend under the Hudson River, Manhattan Island, and the East River; and to use them for transportation of passengers and freight without changing cars or breaking bulk.

The geological conditions at the Straits of Dover are declared by General Greene to be more favorable than under the Hudson and East rivers. Most eminent geologists and engineers of Great Britain and the United States have studied them thoroughly for many years. In the narrowest part of the Channel the maximum depth is about 160 feet, and the bed or bottom is a stratum of gray chalk about 200 feet thick and impervious to water. The tunnel will be in this chalk from shore to shore protected from submarines and mines by more than 100 feet of rock and the water above it.

The rock is as soft as soapstone, and while impervious to water it can be excavated very rapidly and without blasting by cutting, sawing, or scraping machines. It will be readily understood from this that construction difficulties are much less serious than in the tunnels under the Hudson and East rivers.

It is proposed that the two tunnels, each eighteen feet in internal diameter, shall be lined with cast iron and concrete and connected with the railways of France and Belgium at a point midway between Calais and Boulogne, and with the English railways at a point near Dover. The total length of each line is thirty-seven miles, of which thirty-two miles are in tunnel and twenty-four miles under water. The rails at the lowest point are 325 feet below water level. The maximum grade for a short distance is ninety-five feet per mile. The prevailing grade is twenty-six feet per mile.

The estimate of six years and a half for completion was based on tunneling experience prior to 1882, but American engineers think that with modern methods of cutting and handling the material, this can be reduced to perhaps less than four years. The total cost has been estimated at $80,000,000, but that figure was reached in 1913 and there are no estimates available based on present conditions.

COPENHAGEN'S HARBOR.

Since the war began, and especially last year, the work of extending Copenhagen's harbor has been going on with nervous haste. Understanding that great future possibilities are here, everything has been done to improve both the freeport and the old harbor, so that they will be able to take care of the increased traffic that is expected. A trip through the harbor shows that the work is going on at full speed and incidentally creating new land and new enterprises. The extension comprises 170 acres. One thousand laborers are employed daily. The extension of the freeport, which is almost finished, comprises a new basin 31 feet deep, 390 feet wide, and 2000 feet long, with an aggregate length of quay 3500 feet—in all, 31 acres of land and 22 acres of water area. A further extension of 81 acres is now taking place toward the north, and the freeport will then be between 30 and 50 per cent. larger than formerly.

The jetty north of the freeport is mainly intended for storing of fuel oils which are pumped from the ships into tanks on the grounds. The East Asiatic Co. has already built two tanks. On the farthest point of the jetty the Great Northern Telegraph Co. has a cable depot.

By the extension of Kalkbraenderi Harbor, a land area of 13 acres has been gained with 2100 feet of new quay. The depth has been increased to 21 feet, and an independent northern entrance to the harbor has thereby been made. It is the intention to use the west side of this harbor for timber, and the east quays for coal import.

The work of digging and filling out all the harbor extensions to the north involves 45,000,000 cubic feet. To the south, the digging out of Frederiksholms Teglvaerkers (brickworks) clay pit to form a harbor basin was commenced in 1916. Back of this harbor there are large areas for industrial use, and for this purpose the harbor authorities have filled out an area of 17 acres of land on which the Baltica shipyards already have been built. Kobenhavns Flydedok (shipyards) are also building large shipyards out there.

On Enghave wharf the building of a large coal quay was begun last January, and a 21 feet deep channel for use of the municipality's large new electric works. This quay is now being extended 350 feet farther north, and will then be 1056 feet long.

All the works here mentioned will be finished this spring. The total cost will be about $1,600,000.—From "Politiken."

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Pleads For Free Press.

In defending his position that the founders of our country never intended to interfere with a free press Senator Borah made this statement in the United States Senate, while urging a curtail of the censorial power of the Postmaster General:

"There is no proposition better established as an historic fact than the belief in the minds of the framers of the Constitution of the United States that they gave no power whatever to Congress to deal with the subject matter of the freedom of the press or of free speech. It was undoubtedly their belief that that was a matter which was left alone and exclusively to the States. That was the opinion as expressed by the men in the convention; it was the opinion of Mr. Hamilton and Mr. Madison, the principal authors of the Federalist; and it was repeatedly stated in the debates in the different State conventions with reference to the ratification of the Constitution. When the question was raised in the constitutional convention that there ought to be something more expressive with reference to the power of Congress prohibiting the Congress from dealing with the subject, it was stated upon the floor of the convention that it could not be necessary because no power was given to the National Congress or to the National Government to deal with it in any way.

"I do not care how many Bolsheviki or who advocates the repeal of this law; it does not modify my position either with reference to advocating this or with reference to making me more zealous one way or the other. I simply know, as Mr. Madison says, that while there may be evils connected with the complete freedom of the press, they are infinitely small and of infinitely inconsequential effects as compared with the evil of a censored press."

Labor Exchanges Urged.

In urging labor exchanges as part of our national program the United States Employment Service says:

"The operation of employment offices is universally recognized as a public function. Private agencies operating on a fee basis have stimulated unemployment and increased turnover, besides taking millions of dollars out of the wage earners of the country.

"England, with one-twenty-fifth of our territory and one-half of our population, has approximately 1,500 exchanges and agencies. When it is considered that New York city alone has 600 private agencies, it would seem that 1,500 offices eventually in the United States will not be an unreasonable number. Expenditures for such agencies are an investment in industrial peace.

"Employment offices must be labor exchanges rather than simply unemployment offices. They must secure a pooling insofar as is practicable of all job opportunities and applications in the community.

"There must be no drifting back to prewar methods of handling unemployment. A well-organized, unified national system of labor exchanges is vitally necessary as a permanent part of our national program."

Probes Labor Unrest.

Reynold's Newspaper is one of Britain's even balanced and liberal newspapers. It ignores wild charges against workers because of present-day social unrest, and rejects the vaporings of space writers, politicians and publicity seekers who discuss this question.

"The simple fact is," says the editor, "that labor is determined to have a far greater share of the wealth in whose production it is the principal means. Not merely higher wages, for higher wages which are balanced by correspondingly higher prices, mean no real change in the position. What labor means to have is a bigger share of what is produced, and that capitalists and landlords shall have a less share. Those classes do not yet seem to have realized this fact.

"When engineers are given more money, or are established at the wages which were said to be temporary, they are told that they must produce more. Yes, but for whom? It is on the answer given to that question that depends what chance there is of industrial peace.

"It is said that labor is unreasonable in its demands; that it wants an unfair share. It may be so. But it looks round and sees quite plainly that manufacturers and importers, middlemen and warehousemen, speculators and dealers have all grown wealthy in such a way as has never been known.

"The way to tackle labor unrest is, first of all, to deal with the regulation of prices in such a way that will strike at the root of profiteering, which latter should be made an extremely unhealthy business."

Federal Legislation Urged by A. F. of L.

In a circular to all national and international unions and all unions affiliated with the A. F. of L., Frank Morrison, secretary of the A. F. of L., urges organized labor to ask their Senators and Congressmen to support the following remedial legislation:

Appropriate funds to complete all public improvements authorized by Congress, which have been postponed because of the war.

Prohibit immigration to this country until the soldiers, sailors and war workers have secured sustaining employment.

Provide a monthly salary for the discharged soldiers and sailors equal to the amount received while in the service, to be continued for a period not to exceed 12 months, if suitable employment is not secured within that time.

Appropriate a sufficient sum of money to purchase land that can be drained, irrigated or stumped, and develop government-owned land in the same manner, this land to be sold to soldiers, sailors, war workers and others on long-term payments, and to provide means whereby loans can be made to each purchaser to erect buildings, purchase necessary machinery and

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22 Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A scheme for a joint industrial council for the British printing trade has been provisionally drafted, and it is anticipated will shortly be adopted.

A Transport Workers' Federation is reported to have been launched in Sydney, N. S. W. The new organization will embrace unions with a total membership of over $42,000. The unions include the Federated Ship Painters' and Dockers' Union, Waterside Workers' Federation, Federated Seamen's Union, Federated Carters and Drivers' Union, Federated Marine Stewards and Pantrymen's Union, Marine Cooks, Butchers and Bakers' Union, and the Newcastle Coal Trimmers' Association. The Coal Lumpers' Union has not yet joined forces with the new organization, but it is stated that that body is seriously considering the matter.

The following paragraph from the first page of the current Australian "Worker" of Sydney indicates the trend of the times in that country: "Already some of the renegades are regretting the step they took in opposing the decisions of official Labor during the conscription campaigns. Styles (late Chief Secretary in the Vaughan Labor Ministry in South Australia) and Dankel (late Federal member for Boothbay), both of whom supported conscription, have since made application to be readmitted to the ranks of the Labor Party. They were informed that they were not wanted. Today neither has a seat in Parliament, nor are they ever likely to feel the alluring cushions again."

A bit of news from Calgary, Canada, ought to be interesting to the critics of the co-operative movement. In the Drumheller valley is a company of thirty-five miners, every one of whom works in the mine, including the president. It was capitalized out of their own savings. Most of the miners are married. The output of the mine is now a car and a half a day, but the miners are looking forward in the near future, when the mine reaches capacity production, to the building of model homes and the establishment of schools and hospitals. Its coal is sold in Calgary at $6.95 a ton. Lump coal of the first grade is sold at the mine at $3.75. They expect to sell coal much cheaper and to pay higher wages.

The British Government Bill for the restoration of trade-union customs and regulations, waived during the war, has not met with the acceptance of trade unionists, who consider that the bill provides all sorts of loopholes for the employers, while demanding from trade unions the observance of many formalities before restoration can become enforceable. Objection is taken to the fact that restoration is not provided for immediately, but only after peace is signed. In many ways the unions consider the draft bill does not properly safeguard them; they are, therefore, not prepared to accept the bill unless certain amendments and modifications to it are accepted. A long memorandum embodying the unions' proposed amendments and modifications has been presented to the government, and it is understood that, provided these are inserted in the bill, the measure will be introduced soon after the new Parliament assembles.

SAN PEDRO, CAL.

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DO NOT BUY ANY SHOE
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All shoes without the UNION STAMP are always Non-Union.
Do not accept any excuse for absence of the UNION STAMP.
Boot and Shoe Workers' Union
246 SUMMER STREET, BOSTON, MASS.
John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

San Pedro Letter List

Aalto, Harry
Albertson, Johannes
Amundsen, Pete
Andersen, Mr.
Andree, Ernest -1410
Antonsen, N. H.
Barney, A. M.
Bedford, A.
Breien, Hans
Brogard, N.
Christoffersen, G.
Doyle, William
Eklund, Swen
Ellingson, Billy
Flotman, G. J.
Fosberg, Leonard
Franzell, A. T.
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Halvorsen, Harry
Hammarquist, Gust
Harier, Peter
Hederman, H. C.
Helin, John
Hoek, A.
Holmstrom, Fritz
Iverson, Tom
Jensen, J.
Johansen, J. -2314
Johansen, Fritz
Johansen, N. A. -1604
Johansen, Fred
Johanson, John A.
Johansen, Carl
Johnsen, John E.
Johnson, Ole
Jonassen, Johannes
Kristensen, Martin
Larsen, Klaus L.
Lato, Eley
Lechemus, Bill
Linden, Chas. F.
Lundquist, R.
Miller, John
Monson, Chas. C.
Monterro, Joe
Mortensen, Adolf
Nelson, Carl
Nurmi, Taini
Nurn, John A.
Nyberg, Eric
Olsen, A. W.
Oman, Chas. V.
Olsen, Tollef
Ohm, B.
Olsen, Amandus
Olsen, Ole W.
Olson, Andrew
Petersen, K. E. -903
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Roed, Lief A
Rosenthal, Walter
Ross, George
Rytko, Otto
Rasmussen, T. A.
Sanders, Chas.
Spence, Oswald
Sodergren, Oscar
Stringer, M.
Salo, Oscar
Thompson, Alex S.
Thompson, M.
Thornlund, John N.
Terkki, Arthur
Thornlund, John N.
Wrig, F.
Warkkala, John
Williams, Edward
Wrig, Claus
Williams, Edward A.
Warkala, John
Zimmerman, F.
Zunderer, Theo.
Zunderer, Theo (Questionnaires)
Berner, Albert
Christensen, Ole Martin
Doage, Sigvald
Holm, Frank
Johansen, N. A.
Johansen, Carl M.
Lindroth, Carl Aug.
Pedersen, Carl
Rehl, Chas.
Tysk, John H.

CLASSIFICATION CARDS.

Doage, Sigvald
Hingren, John H.
Hansen, Adolph
Pederson, Carl
Schlieman, J.
Tysk, J. H.

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.

ALASKA FISHERMEN'S UNION LETTER LIST.

Seattle Branch.

Amdal, Hans
Andersen, Oscar
Bennett, Cliff
Bulgarelli, Dario
Burgess, John
Carlson Axel George
Carlson, Wm.
Christiansen, C. A.
Engvall, Fred
Ericsson, Charles
Hansen, Andrew
Hanson, Gilbert
Howde, Chris.
Holkestad, Marelius
Karbo, Eldar
Karlson, Wm.
Lauritsen, G.
Leyons, J. B.
Maki, Fred
Minich, B. I.
Morgan, L. M.
Mogstad, John
Olsen, O.
Olson, Gust
Olson, J. C.
Olson, John Oscar
Olson, Nels
Ohman, L. P.
Rajata, Edwin
Rasmussen, Martin
Rasmussen, Robert
Sandanger, Ole
Sandbeck, George
Sandvik, Harold
Smith, G. H.
Smith, Merle
Walin, Gust.
Waiknopa, Herman
Wilson, O. K.
Wilson, Osvald
Andersen, Jens
Armstrong, W. N.
Borgen, Knut
Bugden, Edward
Caldio, C. D.
Carlson, George
Carlson, Hjalmar
Dahlquist, Carl M.
Fenlon, Edward
Frederickson, Andrew
Johnson, Nils
Jensen, J.
Jacobson, Paul M.
Langula, Waino
Larsen, Harold
Larsen, Hjalmar
Larson, Jens
Luckman, Samuel
Nelson, Philip
Nilson, Nils Engwald
Norton, Emil
Norton, P. A.
Parks, Harold, A.
Paulson, Peter
Palmer, L. L.
Pedersen, Albert
Peterson, Andrew K.
Petterson, C. H.
Ranta Hjalmar
Rasmussen, Peter
Rudsit, Fred
Sather, Harold
Sather, P.
Simonsen, Hans
Schuppel, John A.
Tardiff, Geo. H.
Taylor, T. G.

Tacoma Letter List.

Carlstrand, Gustaf
Hoffman, Fred
Holmstrom, Carl
Houge, Anton
Kalberg, Wm.
Krane, I. I.
Larson, Alexander
Magill, Michel
Magnusson, E. W.
Martinsson, E.
Meyer, Karl
Nielsen, Niels -751
Olsen, Emil
Palken, G.
Bertelsen, Bertel
Pettersson, -1287
Revheim, Oscar
Seyfried, M. -2962
Swansen, Carl

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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A Beauty Builder of Highest Order. You will be more than delighted with the result.
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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

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Prompt results in case of long standing, when everything else you have tried has failed. One box will convince you of its merits.
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LAXCARIN PRODUCTS CO.,
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Pacific Coast Marine.

Officials of the Ross Construction Company of San Diego announced that rapid progress is being made on the new marine railway under construction at the naval coaling station at La Playa. Approximately 15,000 cubic yards of material will be dredged from the area adjacent to the ground ways by drag line scrapers attached to cables. The marine railway will be ready for docking light draft ships about January 1, 1920. It will cost $250,000.

According to advices received from Honolulu more than 90,000 tons of the new sugar has already been shipped out of Hawaii to the mainland. The first cargo to be sent direct to Delaware via the Panama Canal was to leave on the steamer "Point Bonita," which is being put in shape to load at Pearl Harbor. It is expected that the sugar crop will be moved without difficulty this year, as there will be a larger available tonnage of ships than a year ago.

Twenty-two men who have been honorably discharged from Uncle Sam's military service recently are now employed by the Board of State Harbor Commissioners to perform work for the San Francisco Belt Railway. Fred Stewart, superintendent of the railway, said that although there are ample names on the waiting list, none of these represent men who need work as urgently as the discharged soldiers, and he therefore decided to give the jobs to men who needed them the most and who are the most deserving.

Shipments of turtle oil soon will be received at San Diego from Ensenada for transshipment to San Francisco, according to word received from the lower coast. A fisheries company of Ensenada is now employing a large number of Mexicans in killing turtles ranging from 100 to 300 pounds in weight. Last week Mexicans are reported to have killed so many turtles that they were stacked up like cordwood, waiting to be cut and rendered into oil. Turtle oil is used in the manufacture of high-grade soap, and is much sought after by cosmetic manufacturers.

Safety of the schooner "Oakland," owned by Albers & O'Neill of Portland, Ore., which has not been heard from since December 12, 1918, was assured when a message was received by her owners from Pago Pago that she had been sighted off that port on her way to Apia. It had been feared in commercial circles that she had been lost on her way from Lyttleton to Apia during South Sea hurricanes which are prevalent during the early months of the year. She was supposed to have left Lyttleton on December 12 in charge of Captain Wendt who has his family with him on the voyage.

A cabin board sign bearing the name "George A. Loomis" was washed ashore near Port Orford, Ore., on February 26. It provided definite trace of the missing Standard Oil tanker, which was posted as lost last December and is believed to have gone down with every man of her crew between San Francisco and Coos Bay. The fate of the "Loomis" has been one of the mysteries of the Pacific Coast shipping. She sailed from San Francisco with a cargo of oil for Coos Bay. Vessels spoke her on the way up the coast one day and the next she disappeared from the sea without sending a single distress message.

Cargo lumber shipping from the Columbia River during the month of February was unusually light. Figures compiled by Deputy Collector Haddix show that in the month just closed twenty vessels loaded at the mills in the Lower Columbia River district and their combined cargoes totaled 13,586.102 feet of lumber. Sixteen of these vessels carrying 12,128,960 feet went to California, while four vessels laden with 1,457,142 feet are en route to foreign ports. In the same period six vessels loaded 4,166,539 feet of lumber at the up-river mills, making a grand total of 17,752,641 feet of lumber that left the Columbia River in cargoes in the month of February.

Submarine chasers numbers 304, 305, 306, attached to Mobile Division No. 15, Pacific fleet, are to be permanently attached to the naval air station at North Island, San Diego, according to announcement made by Rear-Admiral William Fullam. The trio of sub chasers are to be employed in assisting disabled seaplanes engaged in coast patrol duty. They also will follow the coast patrol dirigible or blimp on its periodical flights along the coast between San Diego and San Francisco. The efficiency of the submarine chasers in this work was demonstrated a few weeks ago when they rescued three airmen who had made a forced landing in a disabled seaplane forty miles at sea.

The right of the city of Long Beach, Cal., to issue bonds in payment of claims amounting to $382,500, arising out of the collapse of the city-owned pier, on May 24, 1913, was upheld by the California Supreme Court. A writ of mandate was issued to compel the Mayor and the City Treasurer to sign a warrant for $563.23 to M. A Poll, one of the claimants. About fifty-two persons were killed and 250 others more or less seriously injured in the disaster, which was caused by the collapse of a portion of the municipal pier. Damage actions for amounts aggregating $3,500,000 were compromised for $382,500. The case just decided was to test the city's right to issue bonds to meet the liability.

The ferry boats of San Francisco Bay had a busy time in the twelve months of last year, carrying almost 2,000,000 passengers more than in 1917. Statisticians in the office of John K. Bulger, Supervising Inspector of steam vessels, say the Southern Pacific and the Key Route transported 38,995,145 persons in 1918. In the year before that the total was 37,060,457, making an increase of 1,934,688. The Southern Pacific business jumped from 23,326,865 to 24,381,475 and the Key Route kept up a good rate of increase with a leap from 13,733,592 to 14,613,670. Bulger's official figures have to do with passenger traffic in all the San Francisco bay region as well as between San Francisco and Oakland. With the Sausalito, Point Richmond, Vallejo and other ferries included, a grand total of 45,560,086 men, women and children were carried in 1918 as against 44,356,177 in 1917, a gain of 2,203,909.

The shipbuilding plants in British Columbia will close down unless aid is given in the form of bonuses by the Government of the Dominion of Canada, according to information recently received. The British Columbia yards have found it impossible to build ships in competition with the Atlantic coast or British yards. A statement given out by a firm of shipbuilders in Vancouver says the reasons for the greater cost in their plants are high wages paid to workmen on the Pacific Coast, and the increased freight rates between the steel centers of the United States and Pacific Coast yards. As to increase in freight rates, the statement says: "The increase in freight rates amounts to about 60 per cent. over the previous rates, and is caused by the Government's operation of railroads in the United States." The British Columbia shipbuilders are working on a plan for the Dominion Government to give bonuses in order to keep the plants open. They say it would probably only be necessary to bonus the yards for a few years, as they expect that wages in North America, on the Atlantic and Pacific coasts, will be on a parity later on, either by wages on the Atlantic increasing or those on the Pacific falling. They are also hopeful that the handicap in freight rates may be overcome by larger use of water haul from the steel centers to Vancouver.

Concrete ships are destined to form a big part of the new American merchant fleet in the opinion of E. S. Closson, superintendent of the Government's shipbuilding plant at Mobile, Ala., who arrived in San Francisco during the week to inspect local yards. With Mrs. Closson he is registered at the Hotel St. Francis. Investigation has convinced officials of the Emergency Fleet Corporation that the stone ship—tanker, cargo carrier or passenger carrier—is superior to the steel ship, Closson stated. The only element of doubt is whether the stone ship is equal to the life of the steel ship. "There is some difference of opinion on that point," he said, 'but I am confident the concrete ship will last just as long as steel, and probably longer." Two 7500-ton concrete tankers are now being built at the Government's yard at Mobile. They are each 420 feet long, with a fifty-four-foot beam and thirty-six-foot depth, displacing 13,000 tons and drawing twenty-six feet of water. Similar tankers are being constructed at other plants throughout the country. The cost of building a concrete ship is from $25 to $30 a ton less than that of a steel vessel, according to Closson. Because of this and because of other advantages, he believes the program of the Emergency Fleet Corporation will include a great number of the concrete class of ships. Regarding the passenger-carrying possibilities of the concrete vessel, Closson said: "An important factor of the stone ship is that it has less vibration and greater rigidity than the steel steamers, and is, therefore, a much easier-riding vessel. The concrete steamer can be engined to make an equally high rate of speed as the steel ship, and in comparing the two types there are many elements favoring concrete."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Advt.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 12, 1919.

DISCIPLINE ABOARD SHIP.

The American barkentine "Puako" arrived at Cape Town, South Africa, last year with an exceptionally lurid tale of mutiny, treason and pro-Germanism among the crew.

The story told by the master of the "Puako," and cabled all over the world, was to the effect that his pro-German crew had plotted all the voyage to kill him and his two sons (on the ship's articles as mates) and sink the ship, for all of which a handsome reward had been or was to be paid by German agents.

So much for the "story."

The truth in the matter seems to be as far distant from the story as the sun is from the moon.

At any rate, after due investigation, the master of the "Puako" and his two worthy sons were arrested and are now en route for the United States to stand trial for causing two members of the crew to jump overboard, and cruelly abusing and ill-treating the balance of those on board on the entire voyage from Victoria, B. C., to Cape Town, S. A.

From the meager information on hand it is quite evident that no American hell-ship of the bucko age ever witnessed more outrageous scenes than were perpetrated during the past year upon the crew of this San Francisco barkentine.

It is a striking coincidence that a writer in a current issue of the Saturday Evening Post quotes and comments on a choice passage from Dana's "Two Years Before the Mast," in which the skipper cruelly beats up a member of his crew.

Here are excerpts from Dana's book followed by appropriate comment:

"Now for you," said the captain, making up to John and taking his irons off. The captain stood on the quarter-decks, bare headed, his eyes flashing with rage and his face as red as blood, swinging the rope and calling out to his officers: "Drag him aft. Lay hold of him. I'll sweeten him" . . . and began laying blows upon his back. He danced around the deck, calling out as he swung the rope: "If you want to know what I flog you for, I'll tell you. It's because I like to do it . . . because I like to do it. It suits me. That's what I do it for."

A little later this worthy soul shouts, "Don't call on Jesus Christ. He can't help you. Call on Frank Thompson. He's the man. He can help you."

Then, when he had his man well scourged, the thing to do was to muster all hands and hold forth in this strain:

"You see your condition. You see where I've got you all, and you know what to expect. I'll make you toe the mark, every soul of you, or I'll flog you all, fore and aft, from the boy up. You've got a driver over you. Yes, a slave driver, a nigger driver. I'll see who'll tell me he isn't a nigger slave."

And inasmuch as the cowardly blusterer had a gun in his pocket and could use it with impunity—for the first step taken toward him could be construed as mutiny—it seems they had to agree that they were nigger slaves. And so he was free to cultivate his taste for drawing blood with a rope's end or a piece of split bamboo. Interesting refinements of torture grew up. To this day there are several mild old gentlemen in my vicinity who I suspect may not be unfamiliar with the mysteries of spread-eagling a man, a ceremony differing from crucifixion only in details.

The Saturday Evening Post writer then follows this tale of refined torture with the following optimistic deduction:

Now nobody should be alarmed by this. The sea and ships have grown soft, after all this long siege of time. Light has been let in on those dark places. Nowadays a skipper is thought to be a hard case if he lets an oath out of him. Fines take the place of scourges; it has become customary to log a man instead of flogging him—that is, to recommend him in the ship's log for a cut of a day's pay or a week's pay, with the reason for this appended.

In the light of what has transpired on the "Puako," the foregoing reads like very faulty generalizing.

In Dana's days of seafaring, sailors were flogged at the master's pleasure. The master of the "Puako" seems to have made considerable improvement over the ancient method of enforcing discipline aboard ship. He not only beat them up as a matter of routine, but hounded them until his victims jumped overboard to escape further torture.

The JOURNAL will have further details upon the voyage of this modern hell-ship when the living victims have returned to America.

In the meantime, is not the "Puako" case a strange reflection upon those statesmen (?) in our country who profess to believe that the cussed Seamen's Law does not enable the master to enforce "proper" discipline among his crew?

JOINT CONCILIATION BOARD.

After a series of negotiations between representatives of all interested parties the U. S. Shipping Board has finally provided a method whereby grievances by members of crews on Shipping Board vessels may be promptly heard and determined. The plans outlined call for the organization of a Joint Board of Conciliation on the Pacific Coast, said Board to act wherever complaints and controversies arise between agents, managers, or operators for the Shipping Board and members of the various seamen's unions in their employ, as follows:

1. That a committee of three be named, one to be a direct representative of the Division of Operations at San Francisco, one to be a representative of the Waterfront Employers' Union at San Francisco, one to be selected by managers of Shipping Board vessels; and a committee of three representing the Sailors' Union of the Pacific, the Marine Firemen, Oilers and Watertenders' Union of the Pacific, and the Marine Cooks and Stewards' Union of the Pacific Coast. These six men shall compose the Joint Board of Conciliation with headquarters at San Francisco, California.
2. That all complaints and controversies arising between members of the Sailors' Union, Marine Firemen, Oilers and Watertenders' Union, and Cooks and Stewards' Union, and the managers of the Shipping Board vessels, or their agents, which cannot be adjusted by the parties immediately interested be referred to the Joint Board of Conciliation for decision by the majority of this Board, which shall be deemed final and conclusive.
3. In the event of a failure on the part of the Board to reach a majority decision the matter may be referred by either party to the United States Shipping Board at Washington, which will render a final decision upon the matters at issue.

During the war there was, of course, but very little if anything that might be labeled as serious friction. The District Unions of the International Seamen's Union of America, without taking any undue credit for that fact, managed to keep things going without ever resorting to an actual stoppage of work.

Now that the war is over the functions of a well-balanced Board of Conciliation, such as has now been provided by the Shipping Board, should go a long way to prevent unnecessary friction and secure proper disposition of all complaints which are capable of adjustment.

Here's success to the new Board!

A SUBSTANTIAL AWARD.

John Patrick Perry, a seaman injured aboard the steamship "Cricket," has been awarded $28,750 damages in the United States District Court, Eastern District of New York, in a suit brought against the Cricket Steamship Company of California. While operating a steam winch aboard the "Cricket" at Frontera, Mexico, last November, Perry became entangled in the cable which jammed him against the winch with such force that he lost his right arm, besides receiving other injuries.

The reason such an unusually heavy award was given is doubtless due to the fact that the attorney for the plaintiff (Mr. Axtell) produced evidence to show that the winch was without an emergency steam valve. It was also shown that the location of the regular valve was known to only one member of the crew, and that before this man could run aft and shut off the machinery, the plaintiff's injuries occurred.

Not the least gratifying feature of this case is the manner in which a number of witnesses stood by the injured man to the last, it being reported that two of them were actually discharged as a result of their loyalty and their desire to see the truth told.

Another good aspect of this award is its size. This ought to hasten the enactment of a Federal Seamen's Compensation law. As matters now stand, America is about the only maritime nation on earth that does not compensate merchant seamen for injuries received while at work, unless it can be specifically shown that there was negligence on the part of the employer or his agents.

The Department of Commerce has just issued a 12-page circular explaining the laws and regulations for the protection of fisheries in Alaska. All those about to be engaged in the Alaska fisheries should make it a point to secure one of these circulars. Write to the Department of Commerce, Washington, D. C., and ask for a copy of Department Circular No. 251.

The strata of society who would have the Peace Conference subordinate human rights and the happiness of the common people to those of great business, we think, will have a new thought coming. Big business groups such sentiments with the theoretic, and to be given passing notice only when it has its craw full.

SEAMEN'S WAGES IN EUROPE.

Our esteemed contemporary, The Public, supplies the following sane comment on the seamen's high wage controversy which has been so assiduously fostered, of late, by shipping magnates of the Robert Dollar type:

In striking contrast with the complaints of certain American shipowners and the American Protective League are the reassuring words of Edward N. Hurley, chairman of the United States Shipping Board. Mr. Hurley, who has just returned from three months' investigation of shipping conditions in Europe, says that "he does not see any reason why America cannot compete with the principal European countries. The wage question is not a very serious one, as England pays seamen $72 a month, while we are only paying them $75. The French and Dutch are paying high wages, and in Sweden the crews receive even more wages than they do on American ships." If the war has brought wages so near a level as this, it should be an easy matter for Andrew Furuseth, chairman of the International Seamen's Union, who is now in Europe, to secure an agreement at the Peace Conference that will pave the way for the adjustment of the whole matter. The question of seamen's wages appears to be very much like that of child labor when each State excused the employment of children because the other States permitted it. The nations can, if they wish, agree to raise the standard of living to a decent level for all sailors.

In this connection, it seems timely to caution readers of the daily press not to take everything for granted that has been published regarding an alleged "split" among the delegates at the recent convention of the International Seafarers' Federation.

A full account of what happened at the London convention will be published in the columns of the JOURNAL at the earliest possible date. In the meantime it would be well to suspend judgment upon the entire subject matter.

UNHAPPY FINLAND.

Since the armistice was signed it has become more and more evident that Belgium is only one of several countries where the people have suffered untold agonies. A story is just now being vouched for to the effect that the labor temples in Finland, built by the co-operative effort of the laborites, peasants and socialists, have been converted into military drill halls, and that the labor movement of Finland has almost been destroyed through the butchery of workers and repressive measures inaugurated by the White Guards. The foregoing charge is openly made by Carl Sandburg, staff correspondent of the Newspaper Enterprise Association, who has just arrived from northern Europe with pictures and documents never before published. Mr. Sandburg points out that the workers of Finland owned some 800 labor temples and people's houses, practically all of which have been taken over as drill halls and arsenals. The right of workmen to organize or strike, he says, is gone. Upwards of 27,000 persons are held in convict camps, 10,000 have been butchered in mass executions, 12,000 starved to death, one colony of 10,000 moved to Russia, and other thousands moved elsewhere beyond Finnish frontiers. All labor and Socialist newspapers are suppressed, and censorship is rigid.

The trade unionist will know very well that he can not yet buy all the things that he could at reasonable prices, but he can still buy the union labeled articles at reasonable prices, and they are no harder to get now than they were before. Buy them with your union-earned money.

PURPOSE OF THE SEAMEN'S ACT.

Precedent and Authority for Seamen's Act to be Found in Navigation Laws Originated by Cromwell.

A recently published defense of the Seamen's Act by Mr. Silas B. Axtell of New York was severely criticized in the editorial columns of the Liverpool (England) Journal of Commerce.

Mr. Axtell comes back with the following well-worded rejoinder:

To the Editor, the Journal of Commerce,
Liverpool, England.

Dear Sir:—My attention has been called to the editorial entitled "The Seamen's Law of the United States" in your paper of February 7, 1919. Apparently, you must realize that the Seamen's Act of the United States, as enforced against British vessels, has been of immense benefit to the human beings employed on board them, although detrimental to the financial interests of the owners of the ships themselves. Otherwise, your opinion would have been expressed in more violent terms. You do state this, however, which is going a little strong, and it seems to me is clearly erroneous:

"One can understand that it might be arguable to say that if foreign ships seek to take exports in competition with native vessels they must submit to local regulations. But it seems somewhat sweeping to try it both ways. And, indeed, the whole idea seems to be rather a new and revised version of the 'Freedom of the Seas,' based on the good old Prussian idea."

I have read all of your remarks carefully, but I cannot gather from the context what you mean by "the good old Prussian idea," unless it is some conception of the freedom of the seas that is supposed to have emanated in Germany. However, you don't connect it up in any way so as to indicate anything to my mind.

The people of the United States, I believe, have always considered that they had a right to take any action they saw fit to protect their commerce or the health of their people; hence, tariff legislation, restrictions as to quarantine inspection of vessels, immigration regulation, and laws with regard to labor. Out of the same policy grew our laws concerning restrictions as to coastwise trade.

Now, it appears that we are on the threshold of a new era. The Seamen's Act was conceived, principally, to liberate one class of humanity who had not been given the ordinary rights and liberties enjoyed by other classes of people. The laws of the Phoenicians and the Romans contained very drastic provisions as to treatment of seamen who deserted ships during the voyage. These laws were promulgated by Eleanor, Duchess of Guenne, mother of Richard I of England. The Merchant Shipping Acts of 1894 and 1906 of Great Britain contained the principles that have been adversely affected, if not destroyed, by the Seamen's Act of the United States, which was passed March 4, 1915. These laws were all right for shipping conditions of a century ago, but are totally inadequate for present-day purposes. A man who breaks a civil contract of employment on a ship does not merit public disapproval for his act, unless there is a consequent injury to his employer or the public which cannot be compensated for by the loss of his wages or a portion thereof. The necessities of trade by sailing ships, especially when trade was in its early stages, required that the crew be kept by the ship until the completion of the voyage, as substitutes were often unavailable. To-day, and for the last thirty years, trade conditions have been entirely changed in practically all ports of the world. Substitutes have been available and can always be obtained, provided the shipowner would pay a wage which would induce the men to leave shore employment for the sea.

In the march of civilization, the demands of industrial workers for more liberty, better pay, more opportunity for the enjoyments and the blessings of life, the seaman not having any vote, or a negligible one, has been discounted. If it were not for the fact that the commercial interests of the United States as well as the principles of humanity demanded the reform brought about by the Seamen's Act, it is doubtful if it ever would have become a law in the United States, or have received even half-hearted endorsement and enforcement from our courts. A few years hence people will realize that there was no reason for holding seamen to contracts and arresting them if they broke same, where plenty of substitutes are available to take their places. The wrongs, iniquities, positive vice that I have myself observed in the operation of foreign vessels of various flags, many of them British, even in the port of New York, are sufficient proof that the maintenance of such laws are contrary to the public policy of the United States.

I am not one of those who contend that all virtue is to be found on the shores of America, that all progress originated here, and that our people are the only ones who have had the privileges of free men; but I do say, most emphatically, that our people do not see any

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 10, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping improving; large number of members ashore.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., March 3, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., March 3, 1919.
Shipping fair; prospects good.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 3, 1919.
No meeting. Shipping and prospects medium.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, March 3, 1919.
Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 3, 1919.
No meeting. Few men around; shipping dull.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, March 3, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, March 3, 1919.
Shipping fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, Feb. 24, 1919.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 6, 1919.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping quiet; plenty of members ashore. The full Shipwreck Benefit was ordered paid to two members wrecked on the S. S. "Wishkah."

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, Feb. 27, 1919.
Shipping fair.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, Feb. 26, 1919.
No meeting. Shipping slow; few members ashore.

JOE MACK, Agent.

613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

James Borden, No. 1612, a native of Massachusetts, age 40. Died at San Francisco, Cal., March 8, 1919.

Edward Carron, No. 1024, a native of New Zealand, age 32. Died in England, March 3, 1919.

John Erickson, No. 1067, a native of Sweden, age 35. Died at Nagasaki, Japan, Jan. 7, 1919.

Nils Johannessen. No. 2116, a native of Norway, age 29. Died in the wreck of the S. S. "San Gabriel," September, 1918.

John F. Smith, No. 2568, a native of Russia, age 50. Died on board the S. S. "Willamette," March 3, 1919.

Frank Werford. No. 1042, a native of West Indies, age 33. Died in the wreck of the S. S. "San Gabriel," September, 1918.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

A Congress that has been quite bankrupt of interest in the problems of the wage working masses in the United States has adjourned, *sine die*. President Wilson announces that he will not summon the new Congress in special session until he shall have returned from Europe in the summer. This gives to the labor movement a clear-cut understanding of its own situation with regard to any solution of the problem of unemployment, the problem of democratic control of the railroads or the wires or the postal service, the problem of public ownership of basic industries, and so on.

For all the help the labor movement can now expect from the national legislature, our Congress might as well be on vacation in Central Africa.

Due to the struggle between Democratic and Republican politicians for possession of the loot of the legislative pork-barrel, a number of the most important appropriation bills were not passed. The Department of Labor, for example, did not get a dollar for the maintenance of the United States Employment Service for the coming year. One reason why the reactionaries have stopped that appropriation is that Director Densmore of the Service took a hand in exposing the Fickert frame-up against Tom Mooney. Another reason is that the Service has been so loaded down with men who were poorly selected for the duties of Employment Service agents that the organization has come in for a great deal of complaint. Chiefly, however, the Service is under fire because the politicians thought—and correctly—that this time it was not dangerous for them to attack the Labor Department.

Then there have been the ultra-conservative labor measures that a hopeful lobby of the American Federation of Labor has been urging—the Nolan bill, granting a minimum wage of $3 a day to all Federal employees; the Booher bill, permitting States to exclude convict-made goods; the Keating-McKeller bill, establishing retirement pensions for aged employees in the Government departments—these have all been dropped. Not a line of labor legislation have we had in this session, except a temporary measure for taxing goods made by child labor and shipped in interstate commerce. This has still to run the gauntlet of the Supreme Court, which nullified the first Child Labor Act.

"We are drifting very rapidly into chaos; we shall have a general epidemic, or country-wide wave, of strike, about April," was the opinion given this morning by one of the two or three men in America who are most completely in touch with the entire labor movement—conservative and radical alike. "Here we are in the very midst of demobilization, and yet nobody has a plan for re-employing these millions of men. Congress hasn't furnished one. The administration hasn't furnished one. The labor movement itself has no idea of what is going to happen. The answer is—confusion, chaos, more unrest, more confusion. The end no man can see."

The bankers who finance the coal operators held a conference in New York City the other day, with the coal operators. In the good old way, these gentlemen decided the industrial fate of half a million organized coal miners, without hearing a word from those miners. They announced that they had decided that the coal miners could do one of two things—they could agree to work two days a week at the wartime rate of pay, or they could agree to work four days a week at reduced pay. The bosses would not permit them to work full time, or even four days a week at the present rate of pay.

These autocratic decisions by the bankers and operators are to be applied—if the miners permit it—after the Fuel Administration shall have given up its claims to control over the industry. That date is understood to be very near at hand. At that time the United Mine Workers of America, by districts, will probably present to the bosses a fundamental proposition, which may even be as sane and sensible and "revolutionary" as was the plan for democratic management of the railroads, presented by the 2,000,000 railroad employees.

I asked "Mother" Jones, this morning, whether the coal miners would offer to the operators a plan for Government ownership and democratic management of the coal industry. She said she did not know just what was to be proposed, but she was certain of one thing, and that was that "The boys will fight for bigger and better things than they have ever fought for before."

This possibility comes with the more immediate news importance because the entire 2,000,000 men in railroad service are now putting up to Director General Hines their demands for further wage increases, to meet the increased cost of living. Hines is opposed to permanent Government control of the roads. As he is a former official of a big railroad company that is not surprising; nor will it be astonishing if he refuses to grant the final demands of the men. The railroad industry is no more proof against a strike than is any other industry.

To all this unrest there is added the knowledge that for the first time since America was a republic the employers cannot bring large numbers of workers from European countries to break down the unions and to depress the industrial standards set up by men and women born here. The Great War has changed all that, as "Mother" Jones said to-day, and these European workers are now busy on the job of establishing liberal industrial republics at home; some of the revolutions have not been finished, and some have not been started, over there, but the United States is in no danger of being in future the refuge of the politically oppressed of other lands, nor the dumping ground of labor that can be used to undermine the organized labor movement.

Look at the New York harbor strike dispute, for instance. As was reported in this correspondence, the men who tied up that port early in January were disappointed by the action of Bill Taft of the War Labor Board, and were disappointed in the selection of V. Everit Macy as umpire in the case. Macy has upheld the eight-hour day, but has denied them a raise in wages. The unions have voted to reject the award, and they have sent Frank Walsh here as their lawyer, to ask President Wilson to place New York harbor under Federal control. If the President does not act, the strike will be resumed. The men know that there will be no importation of strike breakers, either from Europe or from the centers of immigrant labor supply in this country.

All of these possible strikes are to-day made the more dangerous, rather than the less important, by the fact of serious unemployment. Americans want jobs, but they will not scab. They have fought for democracy in Europe, and they will insist upon the fruits of democracy here. Thousands of returned soldiers, thus far, have been reported on strike picket lines in all parts of the country. Not one strike has been broken by the men who have been in khaki. That is the big fact that has stuck like a thorn in the fat flesh of our feudal employers.

To-day's biggest item of news is the conference between Premier Lloyd George and the spokesmen of British labor and of the British employers, at which the premier admitted frankly that labor was not going to be calmed down again with anything less than a serious transfer of power from the hands of capital to the hands of labor. In spite of the diplomatic and conservative move made by Arthur Henderson, in creating another joint committee to "investigate and report" in five weeks, the conference was in fact a discussion of the terms of surrender of British private capitalism. British labor gave Lloyd George and the employers a choice of immediate or delayed battle, or of surrender. In any event, British labor is going to control the policy of British industries henceforth. What the Russians have secured awkwardly, through civil war, and what the Germans and half a dozen other peoples in Europe are to-day grasping under threat of civil war, from their own industrial overlords, the British workers are demanding in a perfectly legal and commonplace manner, on the ground of the welfare of the people.

Study the speeches that are being made against the proposed League of Nations, and in most of them you will find traces of fear that this League will fall into the calloused hands of workingmen, who may be able to rule Europe within the next few years. In the opposition to the League you can find traces of fear that militarism will disappear too fast, or that a war with Japan cannot be made the excuse for diverting public attention from industrial justice here in the United States. True, some of our standpatters are for the League, but they are the ones who are cock-sure that the old industrial order cannot legally be undermined and replaced by the organization of labor.

The Australian wombat, a marsupial, shares with man and some of the higher apes the distinction of being the only animal to possess a vermiform appendix. Curiously enough, the appendix has in this animal of a very ancient type made further progress toward elimination than it has in man. In a collection of specimens of the appendix of the wombat made by Dr. W. C. Mackenzie of Melbourne, the appendix can be seen degenerating till it almost reaches the vanishing point.

The "labor leader" who fully appreciates the responsibility of his office is to be commended: but the "labor leader" who falls into the error of regarding himself as indispensable is in need of a severe corrective.

In taking advantage of the "spirit of organization," organizers should be guarded against creating elements that tend toward the segregation rather than the cohesiveness of the labor movement.

BLAMING THE GIANT OCTOPUS.

When a ship mysteriously disappears from the face of the deep, sending to the shores no fragments of wreckage as messengers of disaster, then it is that marine theorists with old-fashioned imaginations begin to throw out hints about the possible complicity of our old friend, the sea serpent, who, as every mariner should know, is so huge that

From the tip of his nose to the top of his tail
Is just one thousand miles!

But that equally terrible and better authenticated monster, the giant squid, is also likely to be held responsible. Thus Mr. George Noble, in *The National Marine,* revives the time-honored theory in regard to the mystery of the vanishment of the naval collier *"Cyclops,"* which has gone the way of seventeen other ships of our Navy since 1781—gone without trace. Here was a ship that steamed away almost a year ago, well found, with a modern wireless equipment and a complement of 295 men, yet the exhaustive search of the whole Caribbean Sea by the Navy has revealed no clue as to her fate.

How shall we account for our missing ships, unless, like Mr. Noble, we accept it as a fact that—

About the only possible explanation incapable of contradiction is that Gargantuan Squids—monster cuttlefish—treated of in fiction and in fact, may have reared themselves out of the sea and, instead of winding their tentacles around the hulls and rigging and crushing the structure to matchwood before dragging it to their lair at the bottom, may have helped themselves to the ship's people as delicately and effectually as one plucks gooseberries off a bush—then sunk out of sight and left scarcely a ripple behind.

The history of the ancient belief in the existence of gigantic cephalopods is somewhat obscure. All we know of it is in passages in the works of a few old Greek and Latin authors and a series of Scandinavian traditions.

Eric Pontoppidan, Bishop of Bergen, is generally regarded as the inventor of the fabulous Kraken, and is constantly misquoted by writers who have never read his history of Norway.

But fifty years or more before Pontoppidan, Christian Francis Paullinus, who was born in 1643, a physician and naturalist of Eisenbach, had described a monstrous animal which occasionally rose for plunder along the coasts of Lapland and Finmark—so enormous that a regiment of soldiers could conveniently maneuver on its back.

Less conscientious and more credulous than the Norwegian episcopal advocacy is the testimony of Denys De Montfort, nigh a century later, beside whose "Colossal Poulpe," the gigantic and predatory animal described in the classics by Pliny was a mere pigmy.

De Montfort gravely declared that six men-o'-war captured from the French by Admiral Rodney in the West Indies, April 12, 1782, together with four British ships detached from the fleet as a convoy, were suddenly engulfed by colossal cuttlefishes. He also records a statement of Capt. Jean Magnus Deus, by repute a respectable and veracious man, a trader to China, of an instance when the captain was becalmed and having his vessel's bottom painted while crossing from St. Helena to Cape Negro.

The story runs that three men were standing on planks slung over the side when an enormous cuttlefish rose from the water and threw one of its arms around two of the sailors, whom it tore away with the scaffolding on which they stood. With another arm it seized the third man, who held on tightly to the rigging and screamed for help. His shipmates ran to his assistance and succeeded in rescuing him by cutting away the creature's arms with axes and knives, but he died delirious on the following night. The captain tried to save the other two sailors by killing the animal, and drove several harpoons into it, but they broke away, and the men were carried down by the monster. The arm cut off was said to have been twenty-five feet long and as thick as the mizzen-yard and to have had on it suckers as big as saucepan lids.

The means of observation on the duration of growth and life in the cephalods have been difficult to obtain. From watching the rate of increase of size in young specimens De Ferussac D' Orbigny, and other naturalists have arrived at the conclusion that they sometimes live for many years and continue to grow till the end of their lives. That some, therefore, attain to a considerable magnitude is hardly surprising.

Molina, in his "Natural History of Chile," describes among his other species of cuttlefish one, Sepia tunicata, of which specimens, armed with hooks in their suckers, weighed 150 pounds.

Gwyn Jeffreys, in "British Conchology," talks of a huge cephalopod, stranded in the '60s between Hillsway and Scallaway, on the west coast of Shetland, of which the tentacles were sixteen feet long and the pedal arms about half that length. The largest suckers were three-quarters of an inch in diameter.

To the Paris Academy of Sciences was reported a huge squid met November 30, 1861, between Madeira and Teneriffe, and stated by the officers and crew of the French dispatch steamer *"Alecton"* to be of a deep red color and from sixteen to eighteen feet long without reckoning the formidable arms. Harpoons thrust into the beast drew out of the soft flesh. A rope with a running knot was slipped over it and held at the juncture of the fins, but when the men tried to haul the creature on board its enormous weight caused the rope to cut through the flesh.

But we are not left dependent on documentary evidence alone. Cuttlefish of extraordinary size are preserved in museums at Copenhagen and at Marseilles. In November, 1874, the Rev. M. Harvey, a Presbyterian minister of St. John's, Newfoundland, got possession of a squid, or calamary, as the English sometimes call them, which three fishermen found entangled in their herring net in Logie Bay, about three miles from St. John's.

The body of this specimen was more than seven feet long and the caudal fin was twenty-two inches broad. The two tentacular arms were twenty-four feet long each and the eight shorter arms six feet long each, the largest of the latter being ten inches in circumference at the base. What couldn't such a monster do!

However regrettable the internecine troubles of the trade unions, there remains the consolation that at the crucial moment the opposition of the common enemy will force them to make common cause.

DEALING WITH UNREST.

Governor Frazier, of North Dakota, in accepting appointment to the Board of Governors for a nation-wide campaign against anarchy, writes thus:

"I have your telegram notifying me that I have been appointed on the Board of Governors for a nation-wide campaign to be launched against every manifestation of anarchy and to safeguard American liberties, American labor, American homes, and American schools, and wish to assure you that I am in hearty sympathy with the announced aims of your organization. Here in North Dakota we believe the best protection against revolution is to assist rather than retard evolution, and in this State it is the intention of the Administration to remove discontent and prevent disorder by remedying the legitimate economic complaints of the people instead of trying to stamp out just grievances. As a consequence we have a contented citizenry in North Dakota, which believes in upbuilding our Government and achieving political progress by orderly and constitutional methods. . . . Personally, I feel that Bolshevism is not the only peril to this country. In my opinion the spirit of Bourbonism is even more threatening to the security of our institutions, for, scanning back through history, it seems to me that Bourbonism always precedes and is the cause of Bolshevism."

Demand the union label upon all purchases!

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

seed, which will enable him to raise the first crop.

"Generally speaking," the circular states, "it is the history of Congress that no legislation is passed unless an insistent demand is made by constituents of Senators and Representatives.

"Kindly furnish me with the number of members of your craft or calling who are now unemployed, and advise me as to the outlook for unemployment during the next three months.

"Furnish me with the names of all firms or companies that have laid off their employes, and particularly the names of those firms and companies that endeavored to hire them back at a lower wage, or at longer hours, or both.

"The necessity for immediate action on the above matters is most urgent, for in this after-war period the trade union movement must apply the same energy and intelligence that was such a paramount factor in bringing the war to a successful close."

Porto Rico "Milked" By U. S. Exploiters.

The merciless manner in which Porto Rico is "milked" by American exploiters is shown by Santiago Iglesias, Senator in the Island Assembly and A. F. of L. organizer, in a statement just issued.

The economic and social life of the island is indicated by Iglesias' summary:

Gain in business for the year 1918, $58,175,755; lost in education for 1918, 49,389 children out of schools.

Last year the people paid in excess of $10,000,000 over the regular prices on food stuffs imported from the United States under the supervision of the food commission. (Governor Yeager's annual report is quoted as this authority.)

The school attendance of the 400,000 children of school age has dropped from 207,000 in 1914 to 142,836 in 1918.

The sugar, tobacco, railroad and ship trusts in the United States, says Iglesias, should be satisfied with an average profit of 75 per cent. and the people of the island starving and losing in schools.

"General McIntyre (Washington) of the military bureau of insular affairs wants to settle many of Porto Rico's economic sufferings by recommending that some good jobs in the insular government be given to reliable natives.

"This will not affect the economic exploitation of the island by the trusts, but it will at least content some of the politicians and anti-Americans. The masses of the people do not seem to be of importance.

"The truth regarding Porto Rico is that President Wilson's meaning of democracy and freedom is not the same as is advocated by his representatives in the island. The democracy applied by Porto Rican officials is entirely different from the democracy which the American people want for the world."

Tricky Employers Censured by Board.

The National War Labor Board has censured the Jacksonville Traction Company for its refusal to assist in the settlement of differences between it and employees. The company is declared to be "autocratic," and the board recommends that "this company, as a matter of plain right and justice, and in conformity with the announced principles of this board, give full and free permission to its employees to organize in labor unions."

The company's tricky attitude and its resort to quibbles in evading a solution for discord, is shown in this portion of the board's award:

"The company contends that the war labor board is without jurisdiction to compel it to respond to such a complaint, as the name of no employe or former employe is signed to it and it is signed by and filed in the name of a union that the company has never recognized or dealt with, and the name of this union is signed by a man who was never in the employ of the company and was not even a member of the Amalgamated Association (street car men).

"The company also contends that this board is without jurisdiction to hear this case under the announced principles of the board on the ground that the controversy is not of sufficient importance to warrant this board in taking cognizance of it; that all of the men who left the service of the company did so voluntarily and are now satisfactorily employed elsewhere."

The strike was called because of the company's trade union antagonism. Several men were discharged.

Fatigue of Workers Affects Nation's Life.

In a survey of long working hours of women in Indiana, the woman-in-industry service of the Department of Labor says that "long hours for the workers have been recognized by the United States Supreme Court as a serious menace to the welfare of the State. In support of this statement excerpts are printed from the defendant's brief in the case of Bunting vs. Oregon, which led the court to uphold an Oregon law limiting women's work day to 10 hours.

"An overtired person," says the brief, "is literally a poisoned person, poisoned by his own waste products. These wastes are poisonous impurities arising from the chemical processes of cellular life. They circulate in the blood, poisoning brain and nervous system, muscles, glands and other organs, until finally burned up by the oxygen brought by the blood, removed by the liver or kidneys or eliminated through the lungs.

"Recent investigations show that not only in the dangerous trades, but in all industries, a permanent predisposition to disease and premature death exists in the common phenomenon of fatigue and exhaustion. This is a danger common to all workers, even under good working conditions, in practically all manufacturing industries, as distinguished from the specially hazardous occupations.

"In ordinary factory work, where no special occupational diseases threaten, fatigue in itself constitutes the most imminent danger to the health of the workers because, if unrepaired, it undermines vitality and thus lays the foundation for many diseases.

"The experience of manufacturing countries has illustrated the evil effect of overwork upon the general welfare. Health is the foundation of the State. No nation can progress if its workers are crippled by continuous overexertion. The loss of human energy, due to excessive working hours, is a national loss, and must inevitably result in lowering the nation's prosperity."

Offer After-War Program.

The New York State Federation of Labor is mailing copies of its reconstruction program to affiliates. President Wilson's 14 points are indorsed.

Other demands call for the remunerative employment of soldiers and workers demobilized since the armistice was signed; a living wage and equal pay regardless of sex; abolition of night work for women; new Federal and State child labor legislation.

Right of labor to form shop committees to advise with the management, and the representation of labor on every public appointive board.

Extension of social insurance to include illness.

Continuance of the National War Labor Board during the present international settlement.

Opposition to any legislation "which will continue the nation on a military basis."

Complete restoration of freedom of speech, assemblage and of the press, with the repeal of legislative restrictions enacted during the war emergency.

Objection to the levying of the war debt "on the wage earners through tariffs or stamp taxation on necessaries, on the amusements of the people, or by insidious and complex wording of revenue bills."

Founding of public food markets in every community, extension and repair of rural highways, maintenance of State experimental farms and other aids to agriculture.

Public ownership of public utilities, including the telegraph, telephone, railroads, merchant marine, express companies and power, light and heat plants.

Improvement and expansion of the public educational system, including free university opportunities for all graduates of high schools.

To Starve Out Workers.

L. O. Koven & Brother of Jersey City, N. J., have shut down their metal works "until such time as our employees are ready to return to work under the conditions we have named."

These business men have discovered that some of their machine shop employees "have been annoyed" by other employees because they have been working at a lower rate than that demanded by the Machinists' union.

"Matters have reached a point where it has to be decided whether we are going to run our own business," it is stated, "and we are going to insist on our right to employ whom we wish and to decide for ourselves what we can afford to pay.

"This machine shop will shut down tonight and will remain closed until such time as our employes are ready to return to work under the conditions we have named.

"We cannot allow other people to tell

us how much we shall pay and who we shall pay it to."

The announcement closes with this unconscious sarcasm:

"We sincerely hope that our employees will realize the fairness of our stand and continue with their work under these conditions."

The machinists have refused to place their welfare in the hands of L. O. Koven & Brother, who are now facing a strike. The firm has orders for Navy work.

"Recognize Unions," Is Advice of Editor.

In a leading editorial on "The World Revolution," the Philadelphia North American advises employers to give "absolute recognition of collective bargaining," and, "especially," says this paper, "should there be recognition of the American Federation of Labor."

The edior does not try to fool himself or his readers on present-day tendencies, and he frankly declares that "while there have been many other periods of change, never in the history of the world have political turmoil and social unrest been so rife as now.

"The first fact to be noted is that the phenomenon is world-wide. The unrest is not confined to countries disordered by defeat or burdened by the colossal costs of victory; it reveals itself in those virtually untouched by the conflict, except as it increases their prosperity.

"An equally striking characteristic is the labor movement, while often finding expression in demands for higher wages and shorter hours really goes far deeper than those issues. It is political, it is social, it is international. It aims to alter fundamental relationships of society, to revolutionize by improvement the conditions of life of unnumbered millions of human beings. One kind of manifestation may be a strike in Belfast or Milan or Fall River, another may be a parliamentary opposition of labor members at Westminster or a meeting of peace plenipotentiaries at Paris to frame a charter of co-operative betterment for international labor. All are features of the same universal change.

"'New conceptions of right and justice,' says Samuel Gompers, 'have grown out of this war. Labor has assumed a new dignity, a dignity born of its splendid achievements during the last four years. Never again will organized working men and women dumbly watch while laws are made or treaties are signed which barter away their economic rights.'

"That," continues the North American, "is a statement of fact. What, then, is the program? To elucidate its details would require a volume. But the movement, reduced to its simplest terms, means a world-wide demand for a more democratic conduct of industry, more equitable distribution of the rewards of labor, wider opportunities for the gaining of economic well-being and the enjoyment of cultural advantages.

"Deplorable and destructive are some of the radical reactions, but the movement itself is essentially one of democracy, of progress, of evolution toward a juster and more secure organization of human society."

Bombay averages more than seventy-two inches of rain a year and gets most of it within four or five months.

PURPOSE OF THE SEAMEN'S ACT.

(Continued from Page 7.)

justification for the enforcement of conditions under which seamen have been compelled to work on board British and other vessels. I do not believe that the people of Great Britain, if they knew just what conditions prevailed on board their vessels in the past, would argue for a retention of such laws. The great sacrifices that have been made by the people of Great Britain, in an effort to preserve liberty for the people of the world in the great war, would certainly seem to be inconsistent with a contrary view.

My article in the Nautical Gazette, which you have criticized, was intended to please the commercial sense of the persons who read it, and admittedly was not written on the broad humanitarian principles which are most deeply affected by the passage of the act. But in speaking to you and your readers I would direct attention to the road humane principles established by the Seamen's Act, or sought to be established.

When plenty of seamen are available, why should men be arrested for breaking their contracts and forfeit all or a greater part of their pay? Why should they not be given freedom to leave the ship when in a safe harbor, as advocated or demanded, I understand, by labor representatives at the Peace Conference?

America and England should unite on this proposition of freeing their seamen. By doing so a merchant marine not heretofore conceived will be developed under the British and American flags. By opposing this necessary and logical advance in the industrial world, England and other nations will relegate themselves to the background, and America, the nation that does recognize such right and evinces such progress (tardy though it be) will step to the forefront. Already seamen of British, Norwegian, Dutch and other nationalities have taken out their intention papers to become citizens of the United States. This is largely in recognition of the fact that under the laws of the United States, conception of liberty for seamen has first found expression.

I do not know whether this is the British idea of the "Freedom of the Seas" or not. I am inclined to think that it is a "Freedom of the Seas" more apt to have been conceived by men like Woodrow Wilson than men like Kaiser Wilhelm. I am inclined to think that it is an idea that will be carried to practical operation by the great liberty-loving people of England rather than by the people of Germany. If England and the United States unite in a demand, as they should, for this degree of freedom for seamen, this standard may be and will be required by the League of Nations for the world. Then, trade between the various ports, and in fact all ports, will be under practically equal conditions. And the nation or ships affording the highest wage, the best living conditions, will obtain the best seamen. The seamen naturally migrate to the ships which give them these benefits and rights, provided they are free to go. The discovery of conditions that have existed on board many British vessels as well as on other foreign vessels, due to the fact that the seamen could not leave the ship, certainly tended to deteriorate human beings and destroy the purposes and principles of government.

The Seamen's Act, as far as it affects foreign vessels, has its greatest precedent and authority in the Navigation Act originated by Cromwell. As a direct descendant of Daniel Axtell, the Regicide, who participated in that period of England's growing maritime power, it becomes my pleasure to apply the same old principle for the benefit of America to-day.

You may publish this letter if you wish to please me. It seems to me that the more public expression of opinion there is on this subject, less danger will there be of misunderstanding and friction arising as a result of our maritime policy.

Very truly yours,

S. B. AXTELL.

New York City, March 6, 1919.

FUNDAMENTAL PRINCIPLES.

1. The right of all workers, including common laborers, to a living wage is hereby declared.

2. In fixing wages, minimum rates of pay shall be established which will insure the subsistence of the worker and his family in health and reasonable comfort.—Principles and Policies of National War Labor Board.

It is well that we should draw a clear distinction between the member who displays a great deal of enthusiasm in debate and the member who merely evinces a bad temper.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, Ill.....4 E. Austin Avenue
MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, Ohio.....821 Summit Street

MARINE COOKS AND STEWARDS' UNION

Headquarters:

Buffalo, N. Y., 35 West Eagle Street
Telephone Seneca 896.
J. M. SECORD, Secretary.

Branches:

CHICAGO, Ill.....406 N. Clark Street
CLEVELAND, Ohio.....1401 W. Ninth Street
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, Ohio.....85 Bridge Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
CONNEAUT HARBOR, Ohio.....992 Day Street
TOLEDO, Ohio.....821 Summit Street
NORTH TONAWANDA, N. Y.....152 Main Street

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

Marine Hospitals:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

Relief Stations:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Wis.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:

SAN FRANCISCO, Cal.....59 Clay Street

Branches:

VICTORIA, B. C.....1424 Government Street
VANCOUVER, B. C.....P. O. Box 1365
TACOMA, Wash.....2016 North 30th Street
SEATTLE, Wash....84 Seneca Street, P. O. Box 65
ABERDEEN, Wash.....P. O. Box 280
PORTLAND, Ore.....88½ 3rd Street
SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T. .....P. O. Box 314

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Labor News

Industrial unrest continues to grow. Official figures show 31 cities where conditions are serious.

The output of three-fourths of the factory workers in the country can be trebled by adequate training, according to a report of the United States Training Service issued on the 5th instant.

The proportion of industrial accidents has been reduced 50 per cent. within the last ten years, according to the Department af Labor. It is planned to introduce special courses in safety work in technical High Schools.

At a meeting of the No. 11 International Typographical Union in Memphis, Tenn., the delegates to the Memphis Trades and Labor Council were instructed to vote against recognition of the newly organized policemen's union. This action, which has aroused considerable comment, is based on the stand taken by the American Federation of Labor, which does not recognize unions formed by patrolmen.

Bad housing is responsible for much of the unrest among labor, said Joseph D. DeLand of the United States Housing association at a conference in Harrisburg, Pa. It is the man who is always on the move who causes the trouble, he said. When housing conditions are bad, "there is no inducement for the flitter to settle down." Fewer people in proportion to the population, he said, own their own homes in this country than in any other civilized country in the world. The speaker favored the establishment of a federal fund, augmented by State appropriations, to be used in meeting labor's housing needs.

There is an alarming number of miners in this country physically unfit for this work because of conditions in the mines, said Dr. A. J. Lanza chief of the United States Division of Industrial Hygiene, at a recent meeting of mining engineers. The speaker said that these physical units are more numerous than in any other country in the world. Dr. Lanza declared that as long as "dry drilling" is permitted in hardrock mines there would be an inordinate amount of pulmonary disease among miners; that "dry-drilling" apparatus might be as deadly as a machine gun, though somewhat slower, and that its continued use in the mining industry is a matter of reproach. American ingenuity, he said, should be able to produce a water drill that would make nearly impossible miners' consumption.

Organized mine, mill and smelter workers have appealed to the Idaho State Federation of Labor to assist them because of the refusal of employers to fulfill promises made during the Liberty Loan campaigns. The unionists say they were assured steady employment if they bought bonds on installments and that where the worker could not continue payment the employer would refund the amount paid thereon and take the bond himself. The mines are now shut down and the employers reject their agreement. Many workers find themselves with a partially paid bond and no employment, with the alternate of borrowing money at excessive rates or losing the bond. The unionists say they know of instances where a $50 bond was sold for $20 to enable the holder to seek employment elsewhere.

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Erickson, John
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Gittler, Karl
Gran, A. -1116
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Olson, A.
Olson, W.
Olsen, Alf
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INFORMATION WANTED.

Einar Jonsen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

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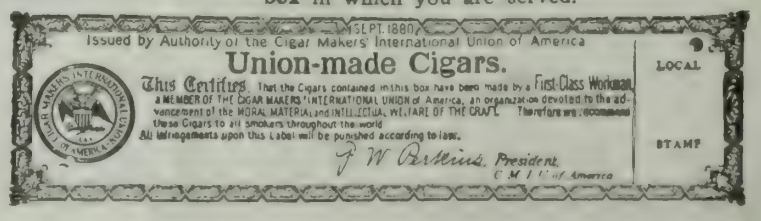

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INFORMATION WANTED.

Members of the crew of the S. S. "Fred W. Whelien" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

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Jespersen, Martin
Johnson, C. A.
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Mattsen, S. H.
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Muller, Robt. R. O.
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Nelson, Harry
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Petersen, Anton -1675
Petter, G.
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Richter, N.
Rosenblad, B.
Siebert, Gust
Sprog, John M.
Swanson, Fread
Swanson, Ernest
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INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

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Physical Department

By
DR. WELLSMAN

Liver Complaints

Properly, every derangement of the liver or bilious system is a liver complaint; but the peculiar state now referred to is a CHRONIC AFFECTION, and it usually arises from torpid or congestive state of that important organ. Sometimes the bile is deficient in quantity or vitiated, or both these states prevail at the same time. Sometimes the disease is caused by an obstruction in the duct or pipe which conveys the bile from the liver into the bowels.

This obstruction is very frequent and is usually caused by the pipe being logged up by thick, tenacious slime or mucus, and sometimes by gall stones. The bile is then thrown back into the gall-bladder where it is absorbed by numerous small vessels which convey it to the Thoracic duct, and from thence the bile is conveyed to the heart, and becomes mixed with the blood. The bile in this manner being diverted from its proper course and circulating in a part of the body where it was never designed by nature produces evil and often disastrous effects upon the health of the individual for want of healthy bile to mix with the half digested food. As results, costiveness, or alternately, costiveness and diarrhoea, prevail; together with wind in the stomach and bowels, and the patient is often annoyed with worms and frequently with piles.

The coarse particles of the bile thus mixed with this blood, more or less obstruct the sores of the skin and small blood vessels, and hence give rise to various diseases of the skin. It becomes more or less yellow, and sometimes there is a perfect jaundice. The white of the eyes also has a green or yellow tinge. More or less bile is strained off from the blood in its passage through the kidneys, and is mixed with the urine.

The tongue is usually coated with a white or brown scurf. There is irritation and frequently chronic inflammation of the inner surface of the stomach and bowels. Sometimes there is a loathing of food and at other times there is a voracious appetite.

There is a feeling of oppression across the stomach and chest, as if pressed down by a weight; troublesome and often frightful dreams, low spirits, langour and want of energy.

To sum up in a few words, a sensation of fullness and distention across the abdomen, with tenderness on pressure; lowness of spirits, biliousness, colics and bilious diarrhoea and dysenteries; obstinate costiveness, jaundice, etc., may all originate from the same cause, a deranged state of the liver.

The most successful treatment is to give the patient every night on going to bed from one to two laxcarin tablets, or enough of them to insure one evacuation from the bowels next morning. The dose of laxcarin can be increased or diminished at pleasure, so as to produce the above effect, and their use should be continued as long as needed. Usually three or four boxes of laxcarin, at the most six are needed.

Laxcarin is sold by the Laxcarin Products Co. Price per box, one dollar. Full treatment, six boxes, five dollars. Will be sent postpaid upon receipt of cash, money orders or stamps. Substitutes must be refused. Department E-99, Pittsburgh, Pa.

INFORMATION WANTED.

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Home News

Revised crop estimates indicate that there will be available during 1919, 81 pounds of sugar per capita for domestic use. There is still danger, however, of a world shortage of sugar.

Major-General Enoch H. Crowder, Provost Marshal General, recommends in his second annual report on the selective service system, just issued, that the draft machinery be used to take the decennial census.

Though the war is no longer being fought on fields of battle in Europe, its aftermath both in America and Europe is very much in evidence. Julius Barnes, head of the Food Administration's grain corporation, has just made the recommendation to Congress through the House Agriculture Committee to delegate powers to President Wilson of such a character as to make effective the Government guaranty of a price for the 1919 wheat crop. He also asked for an appropriation of at least one billion dollars, with authority to borrow more if necessary, on the credit and property of the Grain Corporation.

The Chamber of Commerce of the United States has informed President Wilson that a referendum vote of the chamber's membership indorsed cordially the President's work and plans at the Peace Conference. An executive committee, consisting of Edward A. Filene of Boston, chairman; Philip H. Gadsden of Charleston, S. C., and George E. Roberts of New York, was named to ask every member organization of the chamber to create a committee on the League of Nations, take up the subject in public meetings, and supply member organizations with material necessary for carrying on campaigns of education.

The State Department has issued passports to Algernon Lee, Socialist Alderman, and James O'Neal, an editor of the New York Call, to attend the International Socialist and Labor Congress now being held at Berne. This was done after they appealed to President Wilson and he had transmitted a request to the State Department. These delegates, together with John M. Work of Iowa, were chosen by a referendum of the Socialist party. Samuel Gompers refused to attend the Congress on account of its willingness to receive representatives of the Russian Socialists, and Charles Edward Russell and William English Walling expressed the opinion that the Berne Congress was a plan to help the Germans.

During the week mass meetings have been held in a number of cities demanding the release of political prisoners and the repeal of the espionage act. It seemed appropriate to call the meetings together in the name of Lincoln, the Liberator. They have been under the auspices of the National Civil Liberties Bureau. The bureau urges the support of the country for the bill to repeal the espionage law introduced in the Senate January 9th by Senator France of Maryland. The National Civil Liberties Bureau makes the assertion that its workers had gathered together all the cases of prosecution under the espionage law that they could reach without having access to the records of the Attorney General, and they assert that they have found no record of a single instance where a spy had been imprisoned under this law.

Domestic and Naval

The bark St. James, on a voyage from Vancouver for Durban, is reported wrecked near Pitcairn Island, December 16.

The steamship "Flirt" on a voyage from Newport News for Porto Rico, coal laden, was destroyed by fire January 30, lat. 26 30 N., lon. 68 54 W.

The British steamship "Capelmead," ex "Armora," 1,903 tons gross, 1,153 net, carries about 3,170 tons d.w., built at Sunderland in 1911, and owned by Arthur Capel & Co. (London), Ltd., has been sold for about £80,060.

The British steamship "Capelhall," ex "Battenhall," 2,174 tons gross, 1,378 net, carried 3,650 tons d.w., built at Blyth in 1901, owned by Arthur Capel & Co. (London), Ltd., has been sold to the Town Line (London), Ltd., Cardiff, for about £63,000.

Arrangements have been made whereby the joint offices of the Cunard, Anchor and Anchor-Donaldson Lines in the United States, and at Winnipeg and Vancouver, will represent the Toyo Kisen Kaisha, with the exception of New York and San Francisco, where the Japanese Line has its own offices. The offices concerned are at Boston, Philadelphia, Pittsburgh, Chicago, Minneapolis, St. Louis, Seattle, Baltimore, Washington, Winnipeg and Vancouver. This arrangement follows a similar one adopted for the British agencies of the T. K. K.

Japanese steamship enterprise is becoming manifest in every part of the world. The steamship service between Bombay and Naples and Genoa, which before the war was carried on by the Italian company Societa di Servizii Marittimi, has since last April been undertaken by the Osaka Shosen Kaisha. This company also runs a line to Marseilles from Japan, to replace the service carried on before 1915 by the French company Messageries Maritimes. It is now announced that the O. S. K. will inaugurate another service to London from Japan, supplementing its own and that of the Nippon Yusen Kaisha. The boats on this line will call at Colombo and proceed direct after leaving Port Said. The service will be performed by new ships of about 7,800 tons gross and 12,000 tons deadweight capacity, which were built in Japan during the past year.

Before the war a number of steamers belonging to the London-American Maritime Trading Co. were chartered by the Rio de Janeiro Light and Power Co. to supply coal for the gasworks of Rio and S. Paulo to the amount of some 320,000 tons per annum. Then came the war and the setamers were requisitioned by the British Government. To-day, however, owing to the development of hydro-electric power, no coal is wanted for generation of electricity and at Rio and S. Paulo 120,000 tons will suffice. In other words, consumption of black diamonds has been reduced by 200,000 tons by substitution of "white coal," a not inconsiderable saving, which shows how the exploitation of natural resources throughout the world may affect the sea-carrying trade. It is expected that through the development of hydro-electric power, the coal consumption in Italy will in time be decreased considerably.

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Andersen, E. B. -2114
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Anderson, Erik
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Anderson, R. P.
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Andersson, Gustaf
Andersson, C. J. -2185
Andersson, G. -2161
Andersson, Sture A.
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Andresen, Almar
Andresen, Jorgen
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Carlson, August
Carlson, E. -1769
Carlson, C. S.
Carlson, Carl
Carlson, G. R. -776
Carlson, H.
Carlson, Peter
Carlsson, J. -1763
Castelein, F.
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Hansen, Carl
Hansen, Hans M.
Hansen, Lars
Hansen, O. Rudolph
Hansson, Harald
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Hansen, Hauger
Hansen, J. -2354
Hansen, M. -968
Hansen, R. -2504
Hardman, L. L.
Hartog, J.
Hartwig, W.
Havnes, R.
Hederstom, T.
Hels, J. S.
Hellman, H. W.
Henriksen, Johan
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Jensen, Gustav
Jensen, H. -2425
Jensen, Jens
Jessen, Carl
Jewett, Chas.
Johannessen, Karl
Johanson, A. H.
Johanson, Carl
Johnston, Ed.
Johannessen, A. -1487
Johanson, Fred
Johanssen, E. -2715
Johnson, A. B.
Johnson, E.
Johnson, Eilert
Johnson, Leonard
Johnson, Matt
Johnson, Norman
Johnson, Olof
Johnston, Leslie
Johnston, E. M.
Johnstone, J.
Jonson, P. W.
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Jorgensen, Jorgen

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Kallberg, Arvid
Karlsson, August
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Katchorin, Jacob
Kelly, E. -1015
Kennedy, J. R.
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Kittelsen, Karl
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Kjellson, Axel
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Korbee, H. J.
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Laursen, Niels
Lerch, Chas.
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Lewis, Owen J.
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Lindgvist, Chas.
Link, A. -731
Linsner, P. K.
Lofgren, R.
Loining, Herman
Lugar, Jack
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Lund, Axel
Lund, Frank
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McDorald, H. C.
McDonald, W.
McLeod, John
Miller, R. E.
Moldver, S.
Moller, F. -2352
Monsen, B.
Moore, J. M.
Monsen, C.
Morris, O. R.
Morrison, Phillip
Mortensen, -2191
Motter, F. A.

Nannestad, A.
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Nelson, Ernest
Nelson, Herman
Newton, A.
Nickolsen, L.
Nielsen, Johannes
Nilsen, Carl
Nilsson, Reinholdt
Nordstrom, E.
Nordbye, Jacob
Nielsen, H. P. R.
Nielsen, -1314
Nilson, Charley
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Nystrom, Axel

Oberg, E.
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Oldow, Stanley
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Olson, John O.
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Olsen, Herman
Olsen, Hans
Olsen, N. -1372
Olsen, Olai
Olsen, O. -1325
O'Neill, Vincent
Oosten, B.
Ortman, C.
Oseberg, Ansgar
Overgaard, P.

Palm, T. L.
Paul, R. W.
Pearson, C.
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Pedersen, Eysten
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Perks, Fred
Person, A. W.
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Petersen, Geo.
Peterson, M.
Petersen, O. -1595
Petersen, V. -1949
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Swandson, Sigurd
Swanson, J. -2907
Swanson, L. R.
Swensen, Anker
Syversen, Ansgar

Tamanen, Erland
Tamisar, Peter
Tanman, Robert
Tapper, -1115
Thor, L.
Thorsen, Fred
Thorsteinssen, S.
Thorvig, H. C.
Tiller, Edw.
Tillman, A. E.
Torjusen, G. -41
Torrance, Jon
Tovey, Albt.
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Trovik, Harold
Turning, Einar
Turnquist, N. N.
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News from Abroad

In the allotments for European relief, official plans provide for shipment to Germany of 200,000,000 pounds of meat per month.

Exports to the United States from India, as shown by the records of the Bombay Consulate, advanced in value from $8,261,283 in 1916 to $10,475,021 in 1917. Although there was an increase in the value of most articles on the list, that of castor beans alone accounted for $1,984,006 of the $2,213,738 gain.

It is said that American mining men are quitting Chihuahua, in Mexico, to escape paying Villa tribute. The operators fear that their property will be pillaged and damaged, but declare that payment to Villa would lead to immediate difficulty with the Carranza Government on charges of aiding rebels.

The president of the German-Austrian republic in a speech made on the 17th declared that the republic was firmly established, and that the Hapsburg dynasty was a thing of the past. He said the formal abdication of the throne would be demanded from former Emperor Charles, who had only withdrawn from the Government and had not abdicated.

The recent election held in Poland for a constituent assembly was the first election in 140 years without foreign rule. Premier Paderewski and M. Dmowski received fifty per cent. of the total vote; the Polish Socialist party got 15 per cent., while the remainder went to Jewish candidates. Out of 435,000 eligibles votes, 320,000 voted. Women voted in great numbers.

If plans adopted by a special committee are carried out, Tokio will become a city with an area of 226 square miles—a startling contrast to its present area of thirty square miles. The Tokio Asahi claims that the absorption of the score of suburban cities, some of which the editor says possess larger populations than other principal cities, excepting Osaka, Yokohama, Kobe, Kyoto and Nagoya, will make Tokio the largest city in the world. The movement is to bring these suburban towns under one administration.

The Kobenhavns Flydedok, third largest yard in Denmark, is taking up the manufacture of ferro-concrete vessels on a large scale. Vessels will be built according to a new system, due to the Danish engineer Bartels. Great strength is obtained by using a double bottom, but the two parts of the bottom are so thin that the total weight is not greater than that of the single-bottom construction usual in ferro-concrete vessels. The company has on order a 1800-ton cargo steamship, to be built on the new system for the "Patria" company. This vessel should be completed next summer.

Proportional representation has been adopted for State elections in New South Wales. The new system applies to the entire membership of the lower house of Parliament, the legislative assembly. The contest was between Preferential Voting—the election of each member of Parliament separately by the Australian majority preferential system and the Hare system of proportional representation. The debate on the question took place on November 27. Majority preferential voting was first defeated by a vote of 43 to 14. Then proportional representation was carried by a vote of 40 to 23.

With the Wits

"Is your place within walking distance of the cars?"

"I dunno," answered Farmer Corntossel. "How far kin you walk?"—Washington Star.

An architect remarked to a lady that he had been to see the great nave in the new church. "Don't mention names," the lady replied. "I know the man you refer to."—Tit-Bits.

First Boche—I tell you, we'll have those Allies on the run.

Second Ditto (mournfully)—We've got 'em on the run now, only we're in front of them.—Baltimore American.

Customer—You have placed all the large berries on top.

Fruit Peddler—Yes, lady. That saves you the trouble of hunting through the box for 'em.—Boston Transcript.

"You say your jewels were stolen while the family were at dinner?"

"No, no! This is a serious theft, officer. Our dinner was stolen while we were putting on our jewels."—New York Globe.

Professor—Sir, I regret to say that your daughter lacks temperament.

Mr. Hawkins—But, my dear professor, I've told you a dozen times to order whatever is necessary and send the bill to me.—Tit-Bits.

First Orderly Sergeant—You know, Bill, a man's mind gets pretty rusty after a few months of this life.

Second Orderly Sergeant—Righto! I haven't used my head for a thing lately except as a drill ground for my razor.—Judge.

Mrs. Nuritch—Edith, what are you reading?

Daughter—Petrarch's poems, ma.

Mrs. Nurich — Edith, haven't I warned you against the vulgar habit of shortening men's names? Say Peter Rarch.—Boston Transcript.

"How does Mr. Wombat play bridge?"

"I never saw him play bridge."

"Why, he was your partner only just now."

"True, but he appeared to be playing some game of his own invention. I couldn't fathom what it was."—Louisville Courier-Journal.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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THE LABOR CONFERENCE AT BERNE

America Not Represented---The Other Side of the Story

The leading article in last week's Journal was a story furnished by the Press Bureau of the American Alliance for Labor and Democracy. It gave the reasons why the representatives of the American Federation of Labor, now in Europe, refused to attend the International Socialist and Labor Conference at Berne Switzerland.

Of course there is another side to that story. It has just been interestingly related by Mr. Oswald Garrison Villard, Editor of the New York Nation, who was in Berne at the time the meetings were being held.

By special permission Mr. Villard's letter is republished herewith, and commended to an earnest perusal by the Journal's readers.

The Berne conferences are over, the dreaded meeting of Socialists and labor men from the opposing countries has taken place, and apparently Allied statesmen are drawing a long breath and hoping that they may have secured an internationally organized ally against Bolshevism. The gathering was organized as two distinct conferences, possibly with the vain hope of getting the coy American Federation of Labor to join in the trade-union conference, which met apart from the international Socialist conference. The two bodies seem, however, to have worked in the closest touch. In spite of the endeavors of Vandervelde and Anseele, the Belgian Socialists could not bring themselves to meet the Germans; on the other hand the Swiss Socialists refused to participate because they considered the whole affair not sufficiently radical. The delegates of the American Socialist party were absent, being unable, it is said, to secure the necessary French and British vises for their long delayed passports. Twenty-five countries were represented, however, and many of the best known leaders were present. The hot discussion of responsibility for the war, instead of wrecking the Socialist conference, seems to have served to blow off steam; the question was shelved and German Majority Socialists were formally admitted to participate in the reconstruction of the International. A similar spirit of conciliation seems to have been shown in dealing with Russia. Any international body dealing with political questions must be embarrassed to-day by rval claims and complaints. Despite such difficulties, the Berne meetings seem to have made progress with their main task of elaborating an economic and political programme to urge upon the Paris conference. Above all, they have provided for a continuance by both bodies of the international collaboration now at last resumed. The Socialist International Conference created a permanent committee with headquarters at Amsterdam, charged among other things to call the conference together again shortly; and the International Trade Union Conference simply adjourned to meet again in May.

Herewith are some first hand observations of the more notable personalities at the Berne Conference:

"The hall in which I am writing certainly fits a gathering of representatives of the proletariat, in its plainness and bareness. Here are ninety-one delegates sitting at tables laden with literature of propaganda, resolutions of committees, and the printed records of proceedings. The air is thick with tobacco smoke despite large and threatening signs forbidding smoking. At the sides of the room are long tables at which are crowded the representatives of the press, who outnumber the delegates. There is not a lackey, not a uniform, not a decoration nor title; there is no guard of honor at the door, no formality, no ceremonial. There are no long lines of automobiles before the building, no waiters in dress suits to serve tea, no gilt, no braid, no candelabra! This is simply a hall in which plain men are meeting, and not the barbarously ornate hall on the Quai d'Orsay.

"But there are greater differences than lie in the settings. For here is a real conference, in fullest publicity, with real debating, a conference of men and women, a conference of victors and vanquished alike, a conference not, it is true, without a President, for Kurt Eisner of Munich is here, but a conference which none the less is absolutely without official domination. Nobody in Berne is taking orders, and the gathering meets three times a day instead of twice in four weeks.

"The wisdom of restricting the conference to general lines speedily became apparent. To have attempted to settle all the territorial problems in a week's session was plainly impossible, so that the prime results of the conference remain the burying of the hatchet, the interchange of opinions, the reconstitution of the Internationale, and the giving to the world of the first international charter of labor and the various opinions expressed in the resolutions. But these results are well worth the effort.

"It is strange to see that compared to previous meetings of the Internationale this is a conservative gathering. It no longer represents the extreme Left, as it did five years ago, but is actually scorned as too conservative by the Swiss Socialists, the Russian Bolshevists, who are as unrepresented here as at Paris, the Italian Minority Socialists, and, of course, the Spartacus group in Germany. What will the situation be a year hence? No one can mingle with the delegates without being profoundly impressed by their simplicity, their straightforwardness, their earnestness, their breadth of view, and their international aspirations for a just, a wiser, and a better world.

"Though no Socialist myself, if I had the power to decide on which conference to rest the future of the world, I should unhesitatingly and with real joy, decide for this simple conference with its plain membership. With profound respect for Mr. Wilson's achievements in Paris. I would take the whole making of peace out of governmental hands, out of those of the Clemenceaus, Lloyd Georges, and Orlandos, and place it here in the hands of a democratic gathering of democratic people, the real representatives of those who have fought, bled, and died for their countries.

"The International Conference has brought together in one room a large number of the most interesting personalities in Europe. It was, of course, a source of regret that there were no representatives of the Swiss, whose guests the conference in a sense was, and one would have wished to see the Italian group which opposed the war so uncompromisingly. While it was well, in the matter of German and French disdisloyalty to the Socialist cause, to let bygones be bygones, it was none the less good to meet and hear the men who had inflexibly lived up to their principles. There was no Liebknecht to receive the plaudits of the audience, but the rather noisy hall grew still whenever Ramsay Macdonald spoke. This was not only the instinctive tribute to his superb presence, but an appreciation of his steadfast opposition to the war, maintained at so great a personal cost.

"In marked contrast to Ramsay Macdonald is another extremely interesting figure—Kurt Eisner. In his hirsute appendages and bald head President Eisner strongly suggests Lyman Abbott, even though he is not tall or thin; but he speedily made it clear that these were the only points of resemblance. He spoke without effort at oratory, with few gestures, with clear enunciation, and the conference listened in rapt attention. There was no doubt that he was a man of absolute courage and frankness, yet one meeting him on the street would set him down as a typical German pedagogue, the absent-minded professor dear to Fliegende Blatter. One would never guess him to be president of a very considerable country, and a successful revolutionist. The story of his revolution is so extraordinary that one naturally expects the leader to be a fiery young man of the Carl Schurz or Gustav Koerner type. He had been known in Munich before the attempted revolution of January 1918, chiefly as a feuilletonist and a frequenter of cafes. But it is said that when with a handful of men he stormed the Landtag in an impromptu manner the Government abdicated and royalty ran away with a speed incredible even in a comic opera. This may be true, but after all there is something about Eisner which explains his being the right man at the right moment. He was himself in doubt, when he left this morning, whether he would be President much longer. But his reception here did distinct honor to Bavaria.

"Every time that Frederick Adler took his place on the platform a thrill ran through the audience. He has all the appearance of a dry-as-dust pedagogue with a tremendous head of hair, stooped shoulders, and as marked prison pallor as if he had but yesterday left the cell in which he had so long awaited the executioner. As the lady beside me remarked, "He would have been dead long ago if Austria had had the courage to carry out his sentence." The

revolution freed him and he is now addressed by all the Socialist leaders as Comrade Adler.

"Two days before the end of the meeting, in walked an old man whose face was familiar. It was Eduard Bernstein, so long head of the Socialist Revisionists in Germany. He was full of his adventures in coming to the Conference over the worn-out railroads of Germany, but he seemed to exert no influence whatever.

"Kautsky, with his gentle, spiritual personality, is by far the most attractive figure among the Germans and Austrians. Troelstra, from Holland, is an extremely interesting figure. His refinement and culture are as obvious as his ability. Though this was a Labor as well as a Socialist Conference, it was only in the English delegation that one found men who had plainly had workshop experience. McGurk and Shirkie were unmistakably representative of the real sons of toil. Though inclined to be somewhat unreasonably obstreperous at times, they lent desirable color to the picture, for most of the Continental representatives were obviously of the agitator or Parliamentarian type.

"The French delegation lent expected warmth and Gallic piquancy. Several of them talked too often, but they bore themselves well and generously, except for a professional Alsatian, and their violent roaring at one another was at times a joyous relief from the monotony of the double translations. (As every speech had to be delivered three times, as is usual at international gatherings, it is no wonder that Esperanto is regarded with growing favor.) There is no doubt, however, of the intense rivalry between Longuet and Renaudel which splits the French delegation.

"On the platform sat Henderson, Branting, and Huysman; the Englishman eagerly heard; the Swede with more reluctance, as he speaks three foreign tongues equally badly and as presiding officer let proceedings drag unnecessarily. Huysman's keen, sensitive face was a delight to watch. His readiness to step in at just the right moment, with precisely the elucidating word or the exact compromise necessary stamped him as a most valuable secretary and leader. A Belgian with deep feelings, he is yet wholly without bitterness. Stuart Bunning also made two admirable speeches at critical moments. It was extraordinary how personal differences were set aside for the sake of the Internationale; under such circumstances it could not fail of success.

"Chief among the women were the two from England, Mrs. Philip Snowden, and Margaret Bondfeld, to whom Lloyd George denied a passport to go as a delegate to meet with the American Federation of Labor, despite her great services to the working women of England. Near the door, an interested spectator, sat Rosika Schwimmer, of Ford Peace Ship fame, temporarily Hungarian Minister to Switzerland.

"Two interesting men from Germany were frequently in the audience: first, Professor Wilhelm Forster, who held his chair in the University of Munich despite his resolute opposition to the war and his insistence that Germany was in the wrong. He is a strikingly handsome man of great ability, and is now Bavarian Minister to Switzerland by appointment of President Eisner. The second, whose remarkable revelations did so much to prove to the world at large the full guilt of Germany—Dr. Muehlon. He begs me to tell the American people that the condition of the children in Germany is dire beyond words, so many of them are dying from undernourishment and actual starvation. He begs us to do what we can to help the little ones whose condition will be still worse if the Allies continue the blockade and delay the peace. This I am the more willing to do as Dr. Muehlon's services to the United States and the war were such as precluded undesirable propaganda.

"It only remains to touch in this letter upon a subject which makes every American here thoroughly ashamed. I refer to the attack upon the conference by Messrs. Gompers, Walling, and Russell, to which the conference has officially replied through its officers, Hjalmar Branting and Arthur Henderson. It had seemed as if Mr. Gompers and his associates had done all that they could in the way of misrepresentation of those who do not agree with them as to policy, but in this attack they have clearly outdone themselves in vituperation and mendacity. To describe as Bolshevist a conference with which the Bolshevists will have nothing to do and which is attended by anti-Bolshevists from Russia and flooded by anti-Bolshevist literature, suggests mental derangement of a deliberate intention to falsify facts. It is a great pity that the United States should be unrepresented at this vital conference."

The shorter workday movement will continue to "move" as long as human nature retains its essential characteristic, i. e., "the desire for more." And it will continue to succeed as long as human nature itself succeeds.

Demand the union label upon all purchases!

JAPAN ON TRIAL.

Professor Veblen in a virile treatment of "imperialism" in the early days of the war, after showing the necessity of civilization's relieving itself of the incubus of imperial Germany, summed up his estimate of Japan as a political factor in the sentence: "And then, with imperial Germany supposedly eliminated or pacified, there would still remain the Japanese establishment, to which all the arguments pertinent in the case of Germany will apply without abatement; except that, at least hitherto, the dynastic statesmen of Japan have not had the disposal of so massive a body of resources, in population, industry, or raw materials." Now that the war is over, and peace is the theme of all nations, Prince Fuminaro Konoye, in Tokyo, is represented as "strongly objecting to a peace based on Anglo-American principles and interests." This representative of the younger Japan admits that democracy and respect for the interests of mankind will gain ascendency after peace is fully established, and that his country will be affected by this trend of thought. He urges, however, that Japan, before entering a League of Nations, should "insist upon the exclusion of economic imperialism and equal treatment of the yellow and white races." Here this intelligent student of world politics places his finger on the two critical points in the coming relations between the East and the West. Preliminary to any final settlement of the question of economic imperialism, which will profoundly affect the destiny of Japan from without, the world will be interested in the struggle between democracy and political imperialism as affecting Japan from within.

Historically, of course, Japan has an age-long heredity of autocracy, her emperors springing lineally from the loins of the gods, which is a fact of some importance when we remember that only a very limited part of the people have the franchise. There is but one way for a people to grow out of autocratic habits of mind whether of domination or of sequacity, and that is through democratic education. Democratic education is impossible without experience in self-government.

Therefore it is perhaps unfortunate for Japan that when she decided to occidentalize she did not go to school to America rather than to England. The Briton gives only a divided allegiance to democracy even in politics, while in the social domain the rejection of caste is to be construed wholly in a Pickwickian sense. The lurid, oriental brand of imperialism exploited by Disraeli, for example, hardly urged Japan very far along the road toward republican ideals. Hence we have little reason to be surprised that, with her constitutional monarchy borrowed from England, Japan readily fell a victim to the smart and swagger theories of Germany. If she would make the West respect her, let her go to war; if she did go to war, let her cut Russia's throat first and make her declaration of belligerency afterward. Japan has learned Western ways like an uncommonly clever youngster, and like all precocious pupils she has learned much that she may well forget. Her friends would like to see her get some other line of ambition than that of creating "spheres of influence" in China, Manchuria, Siberia, and the islands of the sea. Narrowness of domain is no valid excuse for imperial acquisitiveness. In a civilized world a nation's children can make homes for themselves in other lands without their government toddling after them. This was one of the Kaiser's maniacal dreams; he thought he could reach across the Atlantic and keep his departed Germans more German than American.

But Japan is still young and can readily learn a better way. Let her espouse the League of Nations with all her heart, and let her insist upon democratic equality for all national groups, including her own, and then she will not only shine in interior excellence by right of her success in self-government, but she will in turn be the great teacher and exemplar of the Orient, like an elder brother leading the awaking peoples into the peace and prosperity of a united family of nations.—The Public.

NORWAY'S MERCANTILE SHIPPING.

Shipping is one of Norway's chief sources of income, and carrying for other nations has offset the foreign trade balance which is always against that country. Prior to the war there were but three nations whose merchant fleets were larger than Norway's, namely, Great Britain, Germany, and the United States. At the end of 1913, Norway had a merchant fleet of 2,626,708 gross registered tons. During the war this has been engaged for the most part in carrying for the Allies, and the losses in tonnage have been enormous. A total of 829 ships, equal to 1,240,055 gross registered tons, have been sunk, or in other words, the gross loss has been more than 47 per cent. of the entire fleet. However, every effort has been made to acquire new ships to replace those lost, and the tonnage at the end of 1918 was something over 2,000,000 gross registered tons, the net loss during the war therefore being reduced to between 20 and 25 per cent. Furthermore, an agreement has been made with Great Britain whereby the British Government sanctions delivery from the British shipyards to Norway of 780,000 tons during the three years following the close of the war. Owing to lack of material and inadequacy of the Norwegian yards for building ships of the size desired, Norwegian yards have confined themselves during the war to building small wooden vessels.

Norwegian shipping is not only engaged in carrying for other nations, but lately lines have been established running from this country to all parts of the world. Previously England and Germany controlled the greater part of the shipping trade to Norway, but, like the other Scandinavian countries, Norway is preparing to take her shipping trade into her own hands through her direct shipping connections with other countries overseas.

"If co-operation is successful, it will work a beneficial social and economic revolution of the widest scope—a revolution, moreover, so conducted as to leave no heritage of bitterness behind."—Bishop Lightfoot.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Foreign Competition World-wide Bugaboo.

The Manchester (England) Cotton Factory Times does not accept the claim of British cotton manufacturers that hours can not be reduced until an international agreement adopts a standard working day.

This is put forward by the manufacturers as eminently fair, says the Cotton Factory Times, as it would prevent one nation being placed in a worse economic position as regards labor than others in the competitive markets of the world.

"It is the old bogy of foreign competition, decked out in new phrases, an ingenious attempt to sidetrack the workers into a cul-de-sac. Wages and conditions of work are not the sole factors in foreign competition, otherwise this country could never have obtained the pre-eminence it holds in the world to-day in cotton manufacture. Every ounce of cotton has to be brought thousands of miles across the sea, and four-fifths of the manufactures from cotton have to be carried similar distances to find markets.

"Hours of labor here have been much less than in any foreign country until recent years, when America overtook and passed us in this respect. Whenever factory hours have been shortened in times past foreign countries have not been consulted, and there is no real reason now why they should be.

"The expansion and prosperity of the cotton trade has been due very largely to superior organization, improvements in machinery, and increased speed, and last but not least, the trained skill of the Lancashire operatives. It is safe to say that the operatives themselves have derived the least of the benefits from all these advantages, which have been divided mainly between the mill owners and the consumers.

"It is within the mark to say that each operative on the average turns out twice the production to-day that he did years ago. Some of this increased productivity ought to have been reflected in the reduction of working hours, yet they have been very little reduced in the half century of continuous progress and development in the technique and volume of the trade. On this matter of a shorter working week the workers will have to work out their own salvation, and if progress is to be made they require at once to be setting their house in order and preparing their plans."

To Extend People's Rule.

Extension of the people's rule is urged in a forty-eight-page booklet, written and being circulated by George H. Shibley of the Research Institute of Washington, D. C., who has been active for years in the campaign for direct legislation.

The author says the time is now to complete the transition to full and unstinted self-government by the people, and to include reform of the industrial system. Tentative bills are presented to make the necessary political changes in national, State and municipal affairs.

Proportional representation, it is predicted, will be the coming system of delegated power, with a veto power through the referendum, and a power of direct initiative in combination with a reserved right in the voters to recall their representatives.

Industrially the idea is that taxation will largely be through the progressive income tax, the progressive inheritance tax, with a public income from land values. In a generation practically all of the land values apart from the fertility, the standing timber and improvements should go to the public, is the proposal.

It is urged that widespread co-operation among the nonpartisan progressive forces should take place with a view to capturing the several parts of the Federal system in next year's Presidential campaign.

The author calls attention to declarations by the American Federation of Labor in favor of a Presidential primary law and in favor of direct primaries.

War Wages Swallowed.

In urging the necessity for putting "the people to work," the Information and Education Service of the Department of Labor says that despite high wages the percentage of saving was smaller during the war than in the pre-war period.

"The belief is not well founded," it is stated, "that the workers were so well provided for during the war that they could afford to remain idle a long time while peace pursuits were being leisurely resumed. They are not well prepared for undergoing the hardships caused by unemployment. In truth, they are poorly equipped to face adversity.

"A sudden plunge from prosperity to want will not be met with as good grace as if there had been no prosperity. People have left the barren fields. They are not disposed to return to them merely because some slight circumstances prevent their living as was their wont. The black curtain cannot be lowered over the land of plenty in the belief that the people will be kept out. They will simply tear aside the curtain and walk in. That's the peculiar habit of people who know they want something and know where it can be found."

Labor Not Property.

Organized labor in Illinois is again urging the passage of an anti-injunction law. The workers show that the strike injunction theory rests on the claim that labor is property, and against this theory they quote this statement by the workers' attorney before the United States Supreme Court in the case of the Tri-City Central Trades Council versus the American Steel Foundries:

"If the argument of complainant is logical—operation of plant interfered with because of picketing, gives a property right—then what is to prevent the steel mill from selling the 'property right' it has in its workingmen to another company? The fallacy of such a position is too palpable

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22 Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The Lace and Net Finishers' Association of Nottingham, England, recently pledged themselves during the next 10 years to refuse to trade with any firm in the Nottingham district which employed or reinstated any enemy alien who had been extradited or interned up to the close of the war, or who had left England during hostilities, or any firms who employed enemy aliens, other than those who had been allowed to remain in Nottingham during the war.

The question of the new British Co-operative Development bonds which have been sanctioned by the Treasury to the extent of £2,500,000, was raised by many delegates at the recent quarterly meeting of the Co-operative Wholesale Society. Mr. A. W. Golightly, a director, replied that the money would be required for the development of agricultural land recently purchased by the society in Great Britain as well as for colonial expansion. As a first step in this direction the meeting proceeded to sanction the purchase of a plantation in Ceylon and more freehold land in Accra, West Africa.

The Italian General Confederation of Labor has resolved that none of its members shall accept appointments to any of the commissions created by the Government to deal with after-war problems. The Socialist party congress carried a similar resolution dealing with Parliamentarians. "The question," says the Rome correspondent of "Le Populaire," "is this: Are the Government nominees, with the approval of the Socialist representatives, to be able, at the price of certain concessions, to prop up the tottering privileges of a decadent society, or is the proletariat to be left free to establish its rights in the society of to-morrow?" As Turati, one of the Parliamentarians who had already accepted a Government appointment, desired that the opinion of members should be got, a party referendum has been taken. Another matter submitted is the war attitude of the party. We have not the result of the referendum, but it is stated that there is no doubt that the party will stand by the conference's decision, and will endorse the party's war attitude.

Members of the British Workers' Union, numbering several thousands, together with representatives of the National Association of Discharged Soldiers and Sailors, recently marched in procession to the Ministry of Munitions, where a deputation was received by Sir Thomas Munro. A demand was put forward for a minimum wage of 60s. a week for men in employment, and 50s. a week for those out of work until employment was found. A protest was also entered against the discharge of disabled soldiers and munition workers without provision being made for them, or without employment being offered them. In reply the deputation was informed that while no promise could be made as to the dismissal of employees, the ministry had the matter under consideration, and it was hoped some arrangement would be come to in course of three months. It was also stated that as far as possible women would be retained. The deputation was also reminded that the cotton operatives in Lancashire had been receiving only 24s. a week during the war.

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John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

San Pedro Letter List

Aalto, Harry	Nurmi, Taini
Albertson, Johannes	Nurn, John A.
Amundsen, Pete	Nyberg, Eric
Andersen, Mr.	Olsen, A. W.
Andree, Ernest -1410	Oman, Chas. V.
Antonsen, N. H.	Olsen, Tollef
Barney, A. M.	Olun, B.
Bedford, A.	Olsen, Amandus
Breien, Hans	Olsen, Ole W.
Brogard, N.	Olson, Andrew
Christoffersen, G.	Petersen, K. E. -903
Doyle, William	Peterson, Hugo
Eklund, Swen	Pelz, Fritz
Ellingson, Billy	Petrow, Fred
Flotman, G. J.	Roed, Lief A.
Fosberg, Leonard	Rosenthal, Walter
Franzell, A. T.	Ross, George
Grunwald, Alois	Rytko, Otto
Grassen, Joe	Rasmussen, T. A.
Gunerud, Thorvald	Sanders, Chas.
Halvorsen, Harry	Spence, Oswald
Hammarquist, Gust	Sodergren, Oscar
Harier, Peter	Stringer, [illegible]
Hederman, H. C.	Salo, Oscar
Helin, John	Thompson, Alex S.
Hoek, A	Thompson, M.
Holmstrom, Fritz	Thornlund, John N.
Iverson, Tom	Terkki, Arthur
Jensen, J.	Thornlund, John N.
Johansen, J. -2314	Wrig, F.
Johansen, Fritz	Warkkala, John
Johansen, N. A. -1604	Williams, Edward
Johansen, Fred	Wrig, Claus
Johanson, John A.	Williams, Edward A.
Johansen, Carl	Warkala, John
Johnsen, John E.	Zimmerman, F.
Johnson, Ole	Zanderer, Theo.
Jonassen, Johannes	Zunderer, Theo (Questionnaires)
Kristensen, Martin	Berner, Albert
Larsen, Klaus L.	Christensen, Ole Martin
Lats, Eley	Doage, Sigvald
Lechemus, Bill	Holm, Frank
Linden, Chas. F.	Johansen, N. A.
Lundquist, R.	Johansen, Carl M.
Miller, John	Lindroth, Carl Aug.
Monson, Chas. C.	Pedersen, Carl
Monterro, Joe	Rehl, Chas.
Mortensen, Adolf	Tysk, John H.
Nelson, Carl	

CLASSIFICATION CARDS.

Doage, Sigvald	Pederson, Carl
Hingren, John H.	Schlieman, J.
Hansen, Adolph	Tysk, J. H

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.

ALASKA FISHERMEN'S UNION LETTER LIST.

Seattle Branch.

Amdal, Hans	Wilson, Oswald
Andersen, Oscar	Andersen, Jens
Bennett, Cliff	Armstrong, W. N.
Bulgarelli, Dario	Borgen, Knut
Burgess, John	Bugden, Edward
Carlson Axel George	Caldio, C. D.
Carlson, Wm.	Carlson, George
Christiansen, C. A.	Carlson, Hjalmar
Engvall, Fred	Dahlquist, Carl M.
Eriesson, Charles	Fenlon, Edward
Hansen, Andrew	Frederickson, Andrew
Hanson, Gilbert	Johnson, Nils
Howde, Chris.	Jensen, J.
Holkestad, Marellius	Jacobson, Paul M.
Karbo, Eldar	Langula, Waino
Karlson, Wm.	Larsen, Harold
Lauritsen, G.	Larsen, Hjalmar
Leyons, J. B.	Larson, Jens
Maki, Fred	Luckman, Samuel
Minich, B. I.	Nelson, Philip
Morgan, L. M.	Nilson, Nils Engwald
Moestad, John	Norton, Emil
Olsen, O.	Norton, P. A.
Olson, Gust	Parks, Harold, A.
Olson, J. C.	Paulson, Peter
Olson, John Oscar	Palmer, L. L.
Olson, Nels	Pedersen, Albert
Ohman, L. P.	Peterson, Andrew K.
Rajata, Edwin	Petterson, C. H.
Rasmussen, Martin	Ranta Hjalmar
Rasmussen, Robert	Rasmussen, Peter
Sandanger, Ole	Rudsit, Fred
Sandbeck, George	Sather, Harold
Sandvik, Harold	Sather, P.
Smith, G. H.	Simonsen, Hans
Smith, Merle	Schuppel, John A.
Walin, Gust.	Tardiff, Geo. H.
Walknopa, Herman	Taylor, T. G.
Wilson, O. K.	

Tacoma Letter List.

Carlstrand, Gustaf	Meyer, Karl
Hoffman, Fred	Nielsen, Niels -751
Holmstrom, Carl	Olsen, Emil
Honge, Anton	Palken, G.
Kalberg, Wm.	Bertelsen, Bertel
Krane, I. I.	Pettersson, -1287
Larson, Alexander	Reyhelm, Oscar
Magill, Michel	Seyfried, M. -2962
Magnusson, E. W.	Swansen, Carl
Martinsson, E.	

Carl Hansen, a native of Soon Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee Wis. 8-17-18

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

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Pacific Coast Marine.

Sudden & Christensen have announced the closing of their Portland branch office and the office force of the firm is leaving for San Francisco.

The United States Steamboat Inspectors at Seattle have suspended the license of Captain Lemuel C. Smith, master of the tug Monitor, for a period of four months. This penalty was imposed on the showing that Captain Smith raced his tug close to water front piers.

A decline in lumber charter rates, the first substantial ones since the war began, is noted in several fixtures reported at Portland during the week. Two vessels have been chartered to carry lumber from the Northwest to the United Kingdom at $50 and another at the same rate to go to Buenos Aires. War rates for such charters were up to $70 a thousand.

At the launching of the new wooden steamer "Aspinhill" at the Coast Shipbuilding Company of Portland, during the week, instead of christening the vessel with the usual "water," a $20 gold piece was dropped into a bottle for the Armenian relief fund. The "Aspinhill" is the seventh hull of the Coast Company and with her launching but one more ship remains on the ways at that yard.

Whaling operations off the Lower California coast will be discontinued by the whaling fleet of the International Packing Corporation until next November, it was announced during the week. During the season just closed the whaler San Diego killed six humpbacks, from which an average of twenty-six barrels of oil were obtained. The whales killed averaged from forty to sixty feet in length.

An agreement, ending a controversy of several months' standing, was reached by the U. S. Railroad Administration, the Seattle Port Commission and Seattle steamship lines during the week when it was agreed that handling charges over Seattle wharves be divided equally between the Railroad Administration or the Port Commission and the steamship operators. Sixty cents a ton will be charged up to the dock and an equal amount to the steamship. Up to the present the railroads and other operators of wharves have borne all of the handling charges.

Miss Isabella Becker was the sponsor at the launching of the "West Aleta" at the Schaw-Batcher yards at South San Francisco on Saturday, March 15. At the same time, when the "West Vaca," launched four months ago, went on her trial trip on the measured course in the bay off California City. The "West Aleta" is an 8800-ton freighter, 427 feet length and draft of twenty-nine feet. For the past four months the Schaw-Batcher yard has launched one ship a month. Miss Becker, who christened the "West Aleta," is the daughter of General Manager A. L. Becker.

John Walling, a seaman, has filed a libel suit for $9500 in the Federal Courts at San Francisco against the Emergency Fleet Corporation and the bar "Moshulu," one of the vessels operated by the Federal Board. He was boatswain on the "Moshulu," and says while the vessel was at Melbourne he was severely cut with a rusty knife by an apprentice seaman. The master of the vessel was informed of his injury immediately, he says, but he was not given medical treatment until fifteen hours later. This caused blood poisoning to set in, according to the complaint, and the plaintiff was rendered permanently lame.

A fair majority of the contractors of San Francisco are now in the habit of bidding for Harbor Board work. During the past week at the regular weekly meeting of the Board twenty-three firms and individuals appeared and submitted bids for the construction of the new fish market at the foot of Taylor street for the Brizoni Fish Company. Mason & Morrison's bid for $10 477 was accepted. The contract for extending pier 43 was awarded to J. D. Hannah. This work will cost the State $38,437. There were five bidders. The paving of pier 31 was awarded to the Clark & Henry Co., which submitted the lowest bid of $12,991.50. There were five bidders.

The barkentine "E. R. Sterling," Captain R. M. Sterling, which sailed from San Francisco for Sydney recently, is breaking all existing records for fast travel of a windjammer. According to wireless received the ship averaged 206 miles a day for the first ten days of the voyage. If the same speed can be kept up to Sydney, the trip will be made in thirty-five days, or about one-half of the usual average passage of seventy days. The record for this passage is held by the old "Glory of the Seas." The trip was made twenty-five years ago, and the old clipper was commanded by Captain J. N. Knowles. He negotiated the passage in thirty-nine days.

The chief engineer of the motor-ship "City of Portland," of the Charles R. McCormick fleet is authority for the statement that the vessel driven by the internal combustion engine has come to stay and will eventually drive the steam-propelled craft from the seas. The "City of Portland" has arrived at San Francisco from Manila after a successful voyage of only thirty-four days and the chief engineer said his Bolinders were in such perfect order and were running so smoothly that all that was needed was a supply of fuel for a return trip. The vessel made the best previous transpacific record when it crossed from Columbia River to Shanghai in thirty-five days. No trouble of any kind was encountered in the way of engine breakdowns and the engines never missed an explosion during the two voyages.

That the Japanese fishing firm of M. K. Konda & Co. plans to enter the Lower California fisheries trade on an extensive scale is indicated by the large fishing fleet now being assembled at Ensenada. The Japanese fishing schooner "Toni Maru," carrying sixty-seven Japanese salt water and abalone fishermen, arrived at Ensenada recently from Yokohama after a thirty-two-day passage. All the fishermen are to be employed by the Konda Company in the fresh fish, lobster and abalone trade along the Lower California coast. The dried fish and abalone will be shipped to San Francisco for exportation to Japan and China. The fleet of the Konda Company now operating off the lower coast consists of the Japanese schooners "Toni Maru" and "Ramona"; two ocean-going tenders, the "Sun" and "Satsuki," and a fleet of ten fishing smacks.

Consideration of the proposed naval base on San Francisco Bay, which has been held in abeyance during the war, is expected to be resumed when the House Committee on Naval Affairs reaches San Francisco on its tour of inspection on the Pacific Coast. The committee, which left Washington on March 8 to look over the navy yards and proposed sites for aviation fields, has allotted March 21 to 23 to San Francisco Bay. It has been announced that the time is to be divided between San Francisco and Oakland, which is taken to mean that one of the purposes of the visit to the bay region is to the familiarize the members of the committee with the advantages and disadvantages of the various sites proposed for the naval base. The general purpose of the committee's tour is said to be to obtain first-hand information of conditions and needs of naval stations on the Pacific Coast in preparation for the handling of whatever legislation affecting them may be introduced in the next Congress. The itinerary announced is: Riverside, March 12; San Diego, March 14 to 17; Los Angeles, March 18 to 20; San Francisco, Oakland and Mare Island, March 21 to 23; Portland, March 25 and 26; Tacoma, March 27; Seattle, March 28.

Direct service between San Francisco and Europe may soon be established by a number of foreign steamship lines, according to the foreign trade department of the Chamber of Commerce. During the past two months representatives of these concerns have visited San Francisco and discussed the opportunities of placing vessels in this service, and they wished to be assured that there will be sufficient return business to warrant the operation, said C. P. Converse, director of the department. He said: "We are giving every possible encouragement to these concerns and believe that there will be a vast resumption of business in the near future, and that it will be less than a year before we are engaged in a big volume of business direct to Europe. All three sections of Europe are being considered in the extension of the new ship service made possible by operating through the Panama canal. The Baltic and North sea ports, which include European Russia, Norway, Sweden, Holland and Denmark, is one section. The channel ports, which take in Belgium and the British and French channel ports is another, and the third consists of Atlantic ports, such as Great Britain, France, Spain and Portugal. The foreign lines are not taking anything for granted and are feeling their way slowly before putting on ships. We are assured, however, that the opportunities of the Pacific Coast are proving sufficiently attractive to draw to us a number of lines that never operated here before. And we hope to have all the necessary port and other facilities ready when the ships come."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

SILAS B. AXTELL, attorney for the Eastern & Gulf Sailors' Assn., Marine Cooks & Stewards' Association, Marine Firemen, Oilers & Water Tenders' Union, has moved his offices to the ground floor of the Washington Building, One Broadway, New York. Entrance room J, ground floor. Consultation and advice on all matters relating to enforcement of the Seamen's Act, claims for Compensation or damages, will be given free of charge as in the past, by Mr. Axtell and his expert assistants, Mr. Vernon S. Jones and Mr. Arthur Lavenburg. (Adv.)

International Seamen's Union of America

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GLOUCESTER, Mass.....163 Main Street

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Telephone Hanover 240.
ASHTABULA, O.....85 Bridge Street
NORTH TONAWANDA, N. Y.....152 Main Street
Telephone Bell 2762.
DETROIT, Mich.....44 Shelby Street
Telephone Cherry 342.
CONNEAUT, O.....922 Day Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, O.....821 Summit Street

(Continued on Page 11.)

The Seamen's Journal

Published weekly at San Francisco
BY THE
SAILORS' UNION OF THE PACIFIC

Established in 1887

PAUL SCHARRENBERG.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

ALL FOR PRINT'G TRADES UNION LABEL COUNCIL SAN FRANCISCO

WEDNESDAY, MARCH 19, 1919.

INDUSTRIALLY "FREE"!

The reconstruction program of the United Brotherhood of Carpenters and Joiners of America has twenty-two separate and distinct demands or proposals. Number 11 reads as follows:

The Seamen's Act shall not be repealed, but shall be strengthened wherever found necessary to insure the American sailor being an industrially free American.

Good for the carpenters! They know exactly what ails the polished gentlemen who talk so glibly about the repeal of the Seamen's Act

The organized seamen of America have never asked for any special privileges. All they want is the same rights and privileges, consistent with the nature of their calling, that are accorded to American workers in shore occupations.

American workers ashore have the right to quit their jobs. There is no penalty of imprisonment for doing so. American seamen insist upon the same right when their ship is in a safe harbor.

Americans who earn their livelihood on dry land are protected against coolie labor competition. A Chinese Exclusion Act and a "Gentlemen's Agreement" with Japan cover this point for the workers ashore. American seamen demand equal protection. The Seamen's Act, if properly enforced, would accomplish the same result. But the administrative forces and the courts have vied with each other to misconstrue and thus nullify the intent of the law.

American seamen can and will work out their own industrial salvation when they are "industrially free." And it is surely gratifying to know that our friends, the carpenters, appreciate the difficulties of the seamen's status. It is still more gratifying to learn that this powerful union of mechanics (the second largest numerically in America) stands squarely behind the seamen to retain their newly won freedom.

Industrial liberty is bought by "eternal vigilance" just as much as political or any other kind of liberty. Let us be ever on the guard.

A LESSON FROM HISTORY.

When one reads about the insistent demands of certain nations at the Paris Peace Conference for "territory" and "more territory" the question naturally suggests itself: Is history about to repeat itself?

Doubtless having in mind this very thought an American publicist has just penned these pertinent and significant sentences:

In the months preceding the Congress of Vienna (1814) men were holding fair dreams of a permanent peace, an international tribunal, and partial disarmament, just as they are today. How these dreams were realized is best expressed in the words of the Secretary of the Congress, Fred. von Gentz: "The grand phrases of 'reconstruction of the social order,' 'regeneration of the political system of Europe,' 'a lasting peace founded on just division of strength,' were uttered to tranquillize the people and to give an air of dignity and grandeur to the solemn assembly; but the real purpose of the Congress was to divide amongst the conquerors the spoils taken from the vanquished." To understand "why the hopes of so many enlightened men, but more or less ignorant of Cabinet secrets, have been so cruelly disappointed, one must know the designs which the principal Powers had in presenting themselves on this great battlefield." What these designs were, how the Powers ignored the rights of the peoples, and cynically remade the map of Europe to suit their dynastic and territorial ambitions, is known to even the casual student of history. The result was a hundred years of intermittent war for Europe!

Truly, it sometimes seems as if the old game of "tranquillizing the people" is again being played with vim and vigor. So far as known "The Secret Treaties," entered into during the war, have not been repudiated. Moreover, it is becoming painfully evident that there are influential politicians in all countries who lack the imagination or character to rise above the old order. These men can think only in terms of national rivalries and ambitions. It follows, that if we are to have a just peace and a League of Nations that is at least worthy of the name, liberal forces will have to bring constant pressure to bear. In brief, those who stand for a new order of things will have to be "on the job" day and night, in season and out. Otherwise, it is more than likely that history will do the same thing over again.

The new Joint Board of Conciliation to which editorial reference was made in last week's issue has been duly organized at San Francisco. Following are the six members of the Board: J. H. Rinder, representing the Division of Operations of the Shipping Board; Jas. H. Bennett, representing the Waterfront Employers' Union; F. M. Barry, representing the Managers of Shipping Board vessels; John H. Tennison, representing the Sailors' Union of the Pacific; John Clark, representing the Marine Firemen, Oilers and Watertenders' Union of the Pacific; Eugene Steidle, representing the Marine Cooks and Stewards' Association of the Pacific Coast.

President Wilson in his address in Italy caused some surprise by his statement to the effect that "the working classes of the world are the foundation of society." It has not been the custom of the "upper" classes in the old world to look at this situation from that point of view. They have been in the habit of thinking that they were the "salt of the earth" and the rest of the population was what was left in the bottom. There is nothing more true than the statement that President Wilson made, and there is little doubt that his statement has left a lasting impression.

A JOB IN GREAT DEMAND.

A supercargo is "an officer or person on a merchant ship whose duty is to manage the commercial concerns of the voyage." This definition of a supercargo seems necessary because few real seamen of the present generation have ever been shipmate with such a person. Like the dinosauria the supercargo has become practically extinct. The Shipping Board, however, has set out to revive the supercargo and according to Lieutenant J. Frew Hall, employment officer, Division of Operations, over twelve thousand applications for these positions have been filed since the board established a course of training for those aspiring to hold down this particular job. Considering this great rush of applicants it is little wonder that the aforesaid employment officer has been compelled to issue the following notice:

It is believed that sufficient men have been obtained to fill all immediate requirements by the Shipping Board, but such additional Supercargoes as may be needed from time to time, will be selected from those applications already on file. The application list has been closed and only vacancies of other character are now being handled.

Up to the present 270 have been graduated from the school which is being conducted at 1311 Massachusetts avenue, Washington, D. C., under the direction of Captain E. S. White.

Of that number 150 have gone to sea, and thirty are awaiting orders. The rest have been eliminated because of failure to pass mental and physical examinations. While under instruction students are paid at the rate of $100 per month.

The course includes detailed instruction in the duties of a supercargo; lectures on the Lloyds Association, marine insurance; classified tonnage; trimming a vessel; plan of ship; types of vessels; Federal aids for shipping facilities; exports and stable commodities for world tonnage; stowage plans; foreign port conditions; depths and drafts of water at foreign docks; running and anchor lights and buoys.

James H. Wilson, son of the Secretary of Labor, has just joined the Shipping Board's school for supercargoes. Previous to his enrollment in the school, young Wilson had been a private in the army and had served eight months with his command in France.

"A few years ago," says the "Municipal Reference Library Notes," published by the New York Public Library, "the more important editorial offices of this country received regularly, without charge, a cleverly written little publication entitled "Concerning Municipal Ownership." This magazine preached the failure and inefficiency of municipal undertakings. About three years ago it ceased to appear. Soon thereafter appeared the "News Letter" of the National Public Ownership League of America, which is now the only publication of its kind in the field. This league, which is a non-partisan educational movement for the advancement of the public ownership and democratic control of public utilities and natural resources, also publishes bulletins prepared by experts on the various phases of public ownership and delivers a free weekly press service to hundeds of magazines and newspapers. Thus the forces of public ownership have met and conquered the insidious propaganda which for years sought to discredit the public ownership of public utilities.

"MAKING THE WORLD SAFE," ETC.

New York's harbor has experienced another tie-up by the strike predicted several weeks ago. The men rejected the award made by V. Everit Macy, head of the Civic Federation and holder of some $25,000,000 or so in Standard Oil. Macy simply couldn't see, as the men saw, their right both to a shorter day and higher wages.

Next on the program is the strike of the electric linemen, installers and telephone operatives affiliated with the International Brotherhood of Electrical Workers. Over 95 per cent. of those organized—on the Pacific Coast, in New England and in various cities between the two oceans—have voted to go out to abolish discrimination and win the right to collective bargaining. Strange and sad to relate, their adversary is Postmaster General Burleson, who forbade the telephone and telegraph companies to deal with the unions.

We have won the war "to make the world safe for democracy" but democracy is not equipped with a self-starter, nor is it self-operating.

Eternal vigilance is still the price of liberty. And if we want liberty and democracy at home we must at all times be prepared to fight for it.

In the final analysis the condition of the workers in a Republic inevitably will be what the workers make it—through organized self-help.

THE DRIFT OF THE TIDE.

An agent of the Department of Labor returned to Washington, recently, from a trip through eight Middle Western States. He intimated that big employers who have been dealing with the unions are now saying that they are going to break off, and they are going to "put the unions out of business." One of the biggest employers of union labor in the State of Maryland made the same threat last week. Not more than a handful of the 130 mayors of American cities who gathered at the Nation's capital recently to talk over the employment situation showed the slightest interest in establishing the right of collective bargaining. Mayor Rolph of San Francisco included that proposition in a resolution which demanded that American ships be built in America rather than in the Orient, and which demanded that Congress be called in special session to deal with industrial problems. His resolution was defeated.

Whither are we drifting?

The Navy League of the United States is to be congratulated for giving special publicity to an exceptionally well written article by Attorney Silas B. Axtell, of New York, in defense of the Seamen's Act. Whatever may have been the intent of the Navy League's founders those who now manage its publicity seem to realize that sea power was never won or held by ships alone. As in the days of Captain Mahan, "sea power is still in the seamen," and as so tersely said by Andrew Furuseth: "Ships are but tools in the hands of Seamen."

Demand the union label. If you are the right sort of a union man one suggestion of this sort is all that is necessary.

OUR EMBARKATION SERVICE.

The Proud Record of an Invisible and Unsung Army Which Worked Wonders Along the Hoboken Front.

The lucky boys with the gold chevrons may "give them the laugh"—these officers and men who go about with only the colorless silver stripes on their arms; but there is a good deal to be said for them, especially over in Hoboken, where silver-stripers abound. "Bunk heroes"—"too proud to fight"—"rocking-chair soldiers," and other remarks are applied to them, says a writer in the New York Evening World, taking up the cudgels in their behalf; but, just the same, they did their bit in winning the war right there in Hoboken by sending over two million fighters to bend and break the Hindenburg line, to drive through the Argonne, and otherwise produce a solid American impression on the Hun. "For these are the men of Uncle Sam's Embarkation Service," says the writer, "unsung, uncheered, undecorated." He continues with words that ought to leave them no longer "uncheered," and mentions rumors that they are not long to remain undecorated:

When the men of the A. E. F. were winning undying glory at the Marne, Chateau-Thierry, St. Mihiel, and the Argonne, these silver-chevroned soldiers were interned on the Hoboken shores.

Instead of kicking holes in the Hindenburg line, they were home manipulating troop-trains, ships, and men, often working twenty-four hours a day in order to keep unbroken the khaki stream that flowed eastward to the coast of France.

The war-record of the Embarkation Service is something one seldom hears about. The names of its members seldom got into the papers, they never killed Germans, no brilliant war-medals dangled from their obscure bosoms—and they wore silver chevrons.

Now what romance can one possibly attach to a silver chevron?

Answer: None whatever.

However, the achievements of this invisible and unsung army are slowly winning recognition and approval in Washington.

The first sign of this came a few days ago when Secretary of War Baker announced that Maj.-Gen. David C. Shanks, commanding officer of the port of embarkation, had been awarded the Distinguished Service Medal.

The official citation has reached the port of embarkation—or debarkation, as it is now called—in Hoboken. It reads as follows:

"Maj.-Gen. D. C. Shanks, U. S. A., is awarded the Distinguished Service Medal for especially meritorious and conspicuous service in the adminstration of the Port of Embarkation, Hoboken, N. J., in connection with the shipment of troops overseas."

The Evening World has learned from a reliable source that other decorations will soon be filtering through from Washington in the general direction of Hoboken. A wireless rumor to this effect has reached the Embarkation Service, but no one can be found who will admit that he knows where it came from.

The men of the Embarkation Service, from Major-General Shanks and Brig.-Gen. George H. McManus down to the soldiers who guard the gates to the piers, are slow to admit that they have played a great part in the war, but they cheerfully admit that they got no nearer the fighting front than the gangway of a transport.

"The work here had to be done by somebody, I suppose," said Capt. King W. Snell, aid to General McManus, who is troop movement officer. "Otherwise the 1,795,411 officers, men and nurses shipped to France by the Embarkation Service might be still waiting for transportation. But who wants to be interned in Hoboken when the main show is three or four thousand miles away? It was like standing outside the big tent and punching tickets to a three-ringed circus. We worked like dogs and never got a chance to see the main performance."

This attitude would probably be found to be that of the 2,400 officers and 24,000 enlisted men engaged in the Embarkation Service.

They are all glad to have been able to do their bit, but most of them look at their silver chevrons and feel that they've been cheated out of something.

During the entire period of embarkation, from May, 1917, to November, 1918, the average number of American soldiers placed daily on French soil was 3,500.

In a single day—the last day of August, 1918—46,214 doughboys were shipped out of the port of New York. This is claimed as a world's record for a single day's shipment of troops.

The figures for the previous month, July, are held by the Embarkation Service to constitute another world's record in troop transportation. In this month 268,117 officers and men were put aboard vessels and sent overseas by the Embarkation Service.

This was the highest number reached during the period of the war. The number of men

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 17, 1919.
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping improving with large number of members ashore.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., March 10, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., March 10, 1919.
Shipping fair; prospects good.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 10, 1919.
No meeting. Shipping and prospects medium.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, March 10, 1919.
Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 10, 1919.
No meeting. Few men around; shipping fair.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, March 10, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, March 10, 1919.
Shipping fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 3, 1919.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 13, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow, plenty of men ashore.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, March 6, 1919.
Shipping improving.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 5, 1919.
No meeting. Shipping good for cabin, messmen and galleymen; few cooks ashore.

JOE MACK, Agent.

613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

James J. Marmion, No. 2301, a native of Ireland, age 29. Died at sea on board the S.S. "Maui," Feb. 10, 1919.

A compromise solution of the wooden ship insurance problem is believed to have been found, which may be expected to yield satisfactory results for the time being; that is to say, until sufficient data have been secured to rate the wooden ships on their merits. In other words, it has been tentatively arranged that the market should cover the cargo for ordinary claims to the limit of $800,000 on each bottom, provided the whole of the hull insurance is carried by the Emergency Fleet Corporation. This arrangement is to apply to non-perishable cargo only, shipped in wooden ships of the better class—nearly all built on the Pacific Coast—which have been favorably passed upon by the underwriters' surveyors. The arrangement, it is understood, will exclude temporarily all ships whose status is at present in dispute, or about seven of the ten types of wooden ships built for the Shipping Board.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Col. Raymond Robins, formerly in charge of the American Red Cross organization in Russia, has at last brought the truth about the Russian workingmen's and peasants' government directly before the Senate Judiciary subcommittee, which is supposed to be investigating the extent of Bolshevik agitation in this country. Senator Overman of North Carolina, chairman of the subcommittee, who repeatedly declared that he would not permit Robins or other "Bolsheviki" sympathizers to "get any advertising" by appearing as witnesses, was compelled to back down from that position. Albert Rhys Williams, former Russian correspondent of the New York Evening Fost; John Reed, former correspondent of the Metropolitan magazine; Louise Bryant, former correspondent of the Philadelphia Public Ledger, and Bessie Beatty, former correspondent of the San Francisco Bulletin—all have now testified. And Robins yesterday and to-day eclipsed them all by his dramatic and convincing account of the events and the influences that tore down Kerensky and put up the Soviet as the governmental power in Russia.

Raymond Robins, coal miner, Klondiker, preacher, social settlement worker, leader of the "Men and Religion Forward Movement" of a few years back, and one of the most enthusiastic of the founders of the late Bull Moose party, is known to the whole labor movement of this country. Hundreds of thousands of union men have been swayed by his eloquence. He is the forceful, magnetic, warm-hearted, hard-hitting, out-door "sky pilot," with the gift of photographing on his mind not only your words and your plans, but your spirit and your power to fight for your program. Before the inquisitors from the Senate he was at one moment that anti-Socialist Robins, the next moment the fiery idealist Trotsky, and a moment later the cool, world-weighing Lenine, the man for whose ability and power Robins had come to have complete respect.

When old Senator Nelson of Minnesota, whose memory proved to be badly impaired, tried to insinuate that Col. Robins was a Bolshevik partisan, the latter flatly denied the charge, but in his turn warned the committee that "You cannot overcome the workers' demands for justice and a better life with bayonets; you can only meet those demands with co-operation in securing for all the people a better life."

Robins' answer to Lenine and to Russia's revolutionary government was a promise that revolution would be unnecessary in America. Lenine told Robins, in January, 1918, before the Brest-Litovsk treaty was made, that even though the Soviet government might finally be crushed out by the bayonets of the capitalist powers, yet Soviet Russia would live long enough to destroy the autocratic governments of Bulgaria, of Austro-Hungary, and of Germany, in turn, and thereby to stop the war. Robins testified that the prophecy came true—that Soviets did lead to the collapse of Bulgaria; that Bolshevik propaganda did force the collapse of Austro-Hungary, and that the smoldering revolution in Germany was fanned to flame by these events, and the war ended. He agreed with Lenine that there was a poor chance that any European power would satisfy the unrest of its workers, and would so avoid the upheaval which Lenine declared would sweep the world.

"America is not like them," said Robins to Lenine. "There are bad spots in our American industrial life, true. There is poverty and industrial autocracy and special privilege, true. But America in the mass is wholesome, and sincerely devoted to the ideals of democracy, and we shall cure these economic wrongs by the political weapons we now have. America is sound at heart, and we shall meet the demands of our workers with measures which will give them the better opportunity in life that the workers everywhere are claiming."

This assertion made by Robins more than a year ago in Moscow became a plea for action when Robins repeated it yesterday in Washington.

"Russia to-day, Senators," he said, "founding its government and its philosophy upon this material basis of Marxian socialism, challenges the Christian world. America is the one nation that is fit to meet that challenge. No government which cannot meet it by establishing the freedom and the welfare of the working masses can survive. Over in England is the ablest statesman of Europe — Premier Lloyd George. Yet he dare not, with all his power, lay the hand of the government upon the Soviets in Belfast and Glasgow, nor suppress the mutiny at Dover. He knows how desperate is the condition of British industrial life—how easily the whole system may be swept away.

"Premier Clemenceau, the heroic leader of France, may survive the assassin's bullet, but his cause is dead. France, like England, sees her laboring masses turning to socialism as the instrument of securing for themselves the chance for a better life which they insist must be theirs.

"America, I tell you Senators, is still strong enough to grant justice to all her people, to remedy these economic wrongs, to continue to be the freest and happiest home of men on the globe. But we cannot meet this Russian challenge with bayonets, nor with repression, nor with laws against the display of red flags. We can only meet it by establishing justice for those who do the work of the world."

Here are some points made by Robins with regards to Russia. Each one nails a lie circulated by the anti-Soviet propaganda bureaus in this country:

1. The "nationalization of women decree" came from a small group of anarchists which temporarily got control of the Soviet in one town. It was a fake. German imperial gold or Russian autocracy's gold was usually found wherever the anarchists made a play to undermine the Soviet government.

2. "Red terror" stories generally were circulated by the same element and always proved false in whole or in part when investigated.

3. The "armed German prisoners in Siberia" myth, upon which the President was first asked to send troops to Siberia, was absolutely false, on the report of a British Army major and an American Red Cross officer who were sent across Siberia by special train to investigate, just before the Szecho-Slovaks started eastward.

4. Paralysis of the big industries in Russia began on the first day of the war, when German managers and technical men whom the Russian ruling class had put in charge of all the industries stepped out. This paralysis continued through the period of the Czar's and Kerensky's attempts to win the war. It was complete before Lenine arrived.

5. Robins, Ambassador Francis, the British High Commissioner in Russia, the Associated Press correspondent and British journalists in Russia, all cabled their appeals to America and England, asking financial aid for Soviet Russia, so that she might refuse to ratify the Brest-Litovsk peace, and would retreat if necessary as far as the Ural mountains. But no answer ever came.

6. The Russian people—97 per cent. of them—are solidly organized behind their Soviet government. The old ruling class, the 3 per cent., have plotted and spied against the Soviets, but they can never come back, because the people will not give up the land nor the industries to them. The revolution had the land and the industries as its stakes, and the peasants and workmen have won the game and will keep the stakes.

7. The Russians will never accept an individualist, or private capitalist, state of society because the Russian mind is a collectivist mind. For hundreds of years they have thought in terms of the village and the community; they will not change to a system of great private fortunes, now that the secret police and the Czar and his Cossack whips are gone.

8. American interest lies is immediate and close economic friendship with Russia. The two republics should work together, letting each work out its own scheme of government. Military intervention has been a tragic mistake against which Col. Robins has steadily used his influence, even though in vain.

Now, while Robins was telling the story of his close acquaintance with this birth and growth of the first workingmen's government in the history of the world, his statement concerning England was being given a curious endorsement by Lloyd George, who was speaking to the joint committee created by the British parliament of employers and trade unions.

"Civilization," the Premier said, "unless we try to save it, may be precipitated and shattered to atoms. It can be saved only by the triumph of justice and fair play to all classes alike." And he added that the employers must never again tell the workers: "You are earning too much; your wages must come down."

Senators Johnson of California and Norris of Nebraska, who listened to Robins' testimony, are going to present the facts to the public during the next session of Congress. They will not so much call attention to the blunders that have been made in dealing with the Russian situation as to the need for meeting the challenge of young Russia with a big program of industrial democracy in the United States.

Will they have the eager help of the big employers?

LABOR COMES FORWARD.

The leading thinkers of the country are vitally concerned about labor. The conference of Governors and Mayors called by the United States Department of Labor and held in Washington recently was devoted primarily to national labor conditions.

The address of President Wilson welcoming the delegates, the analysis of the labor situation by Secretary of Labor Wilson, the reports of the Governors and Mayors—all urged the highest consideration of labor in the plans of national readjustment.

If this consideration were merely casual it would mean little to the worker. If it were not supported by a degree of earnestness hitherto unknown, labor could not expect much benefit. And it will make slight difference to labor whether or not carefully made plans to help the workers are carried out. The great feature—the striking point, of the position of the conference on the labor question—is the composite attitude of mind.

Labor has assumed a new position in the life of the nation.

That position departs from its old place of dependency upon the whim of the employer to take up a posture based upon justice.

The human element in labor rises to the top. Breaking down its commercial aspect as a commodity, labor is linked with the worker, the needs of his family, the right to enjoy comforts, to take part in the affairs of living, share in the enjoyment of social progress. Men are turning their thoughts to devise means to remove the hardships of the jobless workers. Idleness is no longer regarded as a matter of choice. Rather is it believed to be a social wrong. The old law of supply and demand as the basis of fixing the standard of living for the worker is not accepted as the proper measure of determining wages, or, in other words, regulating the education, the amusement, the course of life of the worker, his wife and children.

Labor must have steady employment at wages that will at least enable the worker to be free from constant cares of want, of suffering for his family, in a land of plenty and in a nation of sympathetic people.

That program of life for the worker was the keynote of the conference. It is most concisely set forth in these suggestions submitted by Roger W. Babson, director general of the Information and Education Service, of the Department of Labor:

"Begin at once construction of all public works possible, including public buildings—especially school houses.

"Get behind the 'build-a-home' movement by asking for a quota for your community and then publishing each week in your daily papers how you are keeping up with that quota.

"Get your State to this summer build its full quota of Federal roads on the 50-50 basis and appropriate a larger sum than ever before for State roads.

"See that the traction properties of your State and city receive fair treatment, remembering that the transportation system of a city determines more than any other one thing its growth and prosperity.

"Urge labor to give greater service for its wages, but remember that high wages increase the home market for goods so that the more money paid in wages, the more goods will be purchased, and the greater will be the prosperity of your State and city.

"Get your Councils of Defense and Safety Committees to advertise as much now to get people to buy as they advertised during the war to get people to economize.

"Help Secretaries Wilson, Lane, and Redfield and the other Cabinet chiefs, in their efforts to provide greater opportunities for both Capital and Labor."

This is constructive work. It comprises needed improvements. Completed, it will add to the country's wealth and the well-being of the people. It points the way to lasting prosperity. And labor itself can do much toward making the suggestions effective by keeping them constantly before the public officials, by calling upon these officials to act upon them in times like these, by showing everyone that constructive work is necessary to orderly government.

Industrial peace is worth any price.

WOMEN AT PEACE CONFERENCE.

In response to a letter from President Wilson stating that he thinks it "very desirable that the women workers should have at least one or two representatives in Paris to speak before the commissions that are considering labor matters," the National Women's Trade Union League is sending two representatives to Paris at once. These representatives are Miss Mary Anderson, vice-chairman of the Washington Committee of the National Women's Trade Union League, who is assistant director of the Woman-in-Industry Service of the U. S. Department of Labor, and Miss Rose Schneidermann, president of the Women's Trade Union League of New York. They will sail from New York next Monday, March 10.

Both Miss Anderson and Miss Schneidermann are trade union women, the former a member of the executive board of the International Boot and Shoe Workers' Union, and the latter of the Cloth Cap and Hat Makers.

The plan to send women representatives to present the interests of women workers to the Peace Conference was discussed and agreed upon some weeks ago at a meeting of the executive board of the National Women's Trade Union League. With the announcement about that time of the President's prospective return to America, however, the League officers determined to wait and obtain the President's advice as to the opportunity to be heard in Paris and the desirability of their attendance. This advice the President has given in the letter above quoted.

One of the principal points the representatives of the National Women's Trade Union League will urge in Paris will be the representation of women in the proposed international labor commission and any international labor bureau that may be established. "On behalf of the wage-earning women of the country," says the League's letter to the President on this subject, we ask that adequate attention be given to the necessity for safe-guarding the interests of women workers by giving their representatives a share in the development of plans for international labor legislation."

The delegates will also offer to the conference the results of American experience in co-ordinating efforts in behalf of women workers through the Woman-in-Industry Service.

Any league of nations, or any other plan to bind together the now distracted world, that counts out God, will be but the voice of human vanity. To the truth of this statement let the unimpeachable testimony of the world's present sorrow bear witness. The whole plea must be for the winning of the war at whatever cost of years or treasure or life, to the end that the sum total of human interest may be advanced, war be beaten out of the world's life and a new civilization established in harmony with the pattern shown us in the mount. He who dares not stand for such a day, either in his lack of vision or in his moral cowardice, mocks the blood that is being shed on the fields of Europe for the redemption of the world.—Charles S. Medbury.

Those parents who are forced to depend for support upon their children do not necessarily love them the more on that account.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

for further comment. The humanitarian spirit that is prevailing in our nation, and the demand for social justice which has taken hold of the hearts of men and women declare that the brutal doctrine which held that human labor was a commodity to be bought and sold at the lowest possible market price as machinery, oil, coal, wheat, flour, and used until its supply is consumed or its efficiency exhausted, is vicious in morals and unsound in economics.

"We need not suffer ourselves to be misled further by any such delusion. No nation will be truly great, indeed no nation will survive, that thus oppresses its producers."

North Dakota Enters Field of Industry.

With the signing of several bills by Governor Frazier, North Dakota enters upon a program of State industry that is without parallel in the history of this country.

By these bills the State will establish and operate the Bank of North Dakota; build and operate terminal grain elevators and flour mills; establish and operate a State builders' association for the purpose of enabling inhabitants of the State to build and own their own homes; and set up an industrial commission to manage these and other industries the State may decide to embark upon under the unlimited power granted by new amendments to the State Constitution.

The amendments to the Constitution, approved at the last election, remove the limit on State indebtedness and authorize the State or any city or county to engage in any industry or business except the manufacture of intoxicants. Other amendments provide easier methods for amending the State Constitution and limit the State Supreme Court in declaring laws unconstitutional.

The present Legislature passed a women's 44-hour week and minimum wage law and various laws providing for new methods of taxation and of regulation of freight rates and franchises. A workmen's compensation law, with a State insurance fund, has also been passed. Excepting Missouri, this State was the only one north of the Mason and Dixon line that had no compensation law.

All this legislation is the result of the Non-Partisan League, organized by farmers a few years ago. The league is in complete control of the State.

State Constabulary Is "Prussian" Idea.

"A bill which ought to be squelched in a hurry," is the advice given to Wisconsin State lawmakers by Editor Evjue of the Capitol Times, in discussing the proposed State Constabulary law.

"Some of our reactionary legislators," says the editor, "would do well if they would take some cognizance of the fundamental principles of psychology these days.

"A war has just been concluded which had for its aim the death blow of militarism and all its offshoots and accompaniments. And yet here we have a serious proposal by a member of the assembly to set up a sort of Cossack proposition in Wisconsin. Instead of putting away the instruments of war we hear of a plan to resort to force by having a gang of State-subsidized Uhlans to brow-beat the peaceable citizens of Wisconsin.

"The head of this organization, we are told, 'will be appointed by the Governor with a salary of $3500.' There is in addition an array of salaries for lieutenants and captains and sergeants and we suppose that money will also be available for gold braid and pretty spangles. A fine political machine and a convenient instrument for an administration controlled by big business to 'preserve law and order.'

"Wisconsin is a peace loving State. Her people stand for law and order. The legal machinery that we already have is ample for all requirements. We need no Prussian auxiliary to our police and State authorities.

"Are we to begin setting up here in Wisconsin the very principle that has been crushed in Germany?"

Battle Deaths Lead.

In past wars disease killed more men than on the battlefield, but the opposite is true in the present war, according to General March, Chief of Staff of the American Army.

The battle death rate for the entire American army in this war was 20 per thousand per year. In the overseas forces it was 57 per thousand per year.

It is shown that in the Mexican war the battle death rate was 15 per thousand, and the disease death rate 110 per thousand; Civil war, battle, 33; disease, 65; Spanish war, battle, 5; disease, 26.

The development of medical science and surgery is responsible for decreased deaths by disease.

Want Peonage Ended First.

Trade unionists in Porto Rico are not interested in the agitation for Porto Rico independence or Statehood that is being urged by men who ignore deplorable economic conditions of the workers.

The organized workers demand that peonage be ended by men who talk of their Americanism and their love for freedom.

Recently the Porto Rico commissioner, at Washington, made a speech in the American House of Representatives in which he urged Statehood or complete independence and both branches of the Porto Rico legislature have forwarded congratulations to the commissioner "for the splendid and just exposition of our political situation before the American people."

Santiago Iglesias, a member of the island Senate, and a trade unionist, opposed congratulating the commissioner.

"He made no mention," said Iglesias, "of the fact that 85 per cent. of the Porto Ricans are slaves of a few corporations who exploit both our people and our resources for the benefit of stockholders who live in other countries."

Won't Return Roads Yet.

The railroads will not be returned to pirvate management by the President until Congress is given an opportunity to consider a permanent program of legislation.

This announcement was made by the Director General of Railroads in a letter to Congressman Sims.

"For your further information," the railroad executive said, "I am glad to say that I have now discussed the matter with the President, and he has authorized me to state that not only will there be no sur- to state that not only will there be no sudden relinquishment of the railroads, but further that it is not his purpose to relinquish the railroads until there has been an opportunity to see whether a constructive permanent program of legislation is likely to be considered promptly and adopted within a reasonable time."

Want Chink Seamen.

The "sturdy Americanism" of the National Industrial Conference Board, representing a score of manufacturers' associations, is shown by its indirect plea for Orientals to man this country's merchant marine. In discussing the necessity for revising America's navigation acts to meet after-war conditions, the board says:

"At present several of these acts are distinctly hostile to the development and successful operation of a merchant marine. The La Follette Seamen's Act, for example, requiring the employment of a certain proportion of native American as able seamen on ships and the ability of all employes to understand English has generally been held responsible for the practical disappearance of American shipping from the Pacific Ocean."

War Checks Liberty.

In upholding the conviction of two persons charged with attempting to interfere with army enlistments by mailing circulars discussing subjects relative to the war, the United States Supreme Court holds that the so-called enlistment section of the Espionage Act is constitutional.

"When a nation is at war," the court said, "many things that might be said in time of peace are such a hindrance to its effort that their utterance will not be endured as long as men fight, and no court could regard them as protected by any constitutional right."

OUR EMBARKATION SERVICE.

(Continued from Page 7.)

shipped to France had steadily increased from May, 1917, when the figures for the month were only 1,543.

It required 936 sailings to transport a sufficient number of troops to France to win the war. These sailings were carried out by 307 vessels, 108 of them being naval, 182 commercial, and 17 Allied transports.

At the port of embarkation in Hoboken it is declared that the work of fitting these vessels out as transports was done entirely by the Army instead of by the Navy, as has been generally believed.

The Embarkation Service points with pride to the work done by the Army in building up a transport fleet.

Major-General Shanks has served as commanding officer of the port of embarkation practically through the war. The officers who have served with him and with Brigadier-General McManus are men who have grown up with the Embarkation Service, the personnel having changed very little since the declaration of war.

Brigadier-General McManus and Col. John Robertson are heads of the Troop Movement Office of the port of embarkation, under them being sixteen line officers, several of whom are West Point graduates.

The same efficiency that marked the shipments of the A. E. F. overseas is characterizing its return. Three hundred thousand doughboys have already been landed from "over there."

The smoothness and rapidity with which the debarkation officers work were demonstrated a few days ago when the naval transport Leviathan docked in Hoboken with 9,300 troops and equipment.

In less than three hours after this giant liner tied up there wasn't a doughboy or a scrap of equipment in sight. The entire outfit had been entrained and was on its way to camp.

WHAT IS BOLSHEVISM?

(By W. B. Rubin.)

What is Bolshevism? What spirit is back of it?

Is it a thunder-bolt out of a clear sky? It may seem so to those who have never looked up, but to the one who sits in the tower and watches the sky it is not, for he knows that before there can be a thunder-bolt, there must be a clash of clouds. So Bolshevism is a social and industrial thunder-bolt, caused by the clashing of political and economic clouds.

The world has fought, millions have died for the democracy of the world—not merely political democracy, but social, economic democracy. Kaiserism in Europe caused its political upheaval, and upon the heels of that political upheaval has followed the present economic upheaval.

We and Europe have put down Kaiserism in Europe, but what about the Kaiserism of the industries, and the Kaiserism of our courts here? What about the millions of soldiers who gave up their time, their health, their lives for this democracy? What have they and we gained thereby while the profiteers stayed at home and gathered in the hoards of wealth that always come with the supplying of war necessities?

Victor Hugo describes how the human vultures after the battle of Waterloo robbed the soldiers dead and strewn upon the battlefield. Those who were there caught were lined up and shot. But what about the human vultures who have robbed and still rob the soldiers living?

In former times, when the war was over the king returned from the battle front. Now it is the people who have returned from the front.

It is no longer a king's war—the kings have been left behind—but a people's war, and the people who have returned and are returning are demanding the fruits of this, their war.

The world over, the wireless has made information instantaneous. A mere touch and the electric current of the toilers' human soul is connected, the ignition of the revolutionary spark is spontaneous. Behold the simultaneous outbreaks everywhere!

The recent incident in Seattle is fraught with danger! If the people, the men who give the city light and water, its very life, *en masse* can rise up in spite of leaders and influences to the contrary, and tie up a city, even if only for a short space of time, it denotes a spirit that well may be reckoned with. What will prevent a repetition of a like incident elsewhere, or at another time in Seattle?

In Seattle, it lasted but a day; in another city, it might last a week; in a third city, a month; and if not checked it might seize the entire nation, although all wrong in theory and practice.

The police cannot stop it.

Soldiers cannot suppress it. Deportation cannot prevent it. Courts cannot enjoin it.

There is but one remedy and that is in full and complete justice to all the people upon this earth—political justice, industrial justice, economic justice and social justice. There must be no profiteering out of this war. All profits, past, present and future, growing out of this war must be turned back to the people, no matter how or whence they came.

Not until the people are satisfied that the program of their democracy is for complete, substantial, equitable, industrial and economic justice, not merely the enthusiastic welcoming of the returning soldiers, feasting them for a day, and parading them for an occasion, but in the sharing of their rightful gains, in the sharing of the nation's obligations and duties, will Bolshevism abate.

Whatever you call it, whether Bolshevism, I. W. W.ism, or Spartacus-ism, it is the spirit of discontent.

Discontent is the cry of the soul, and just as the hungry stomach rebels unless it be given food, the smell of it but excites greater hunger, so the hungry soul rebels unless it be given that justice which satisfies the soul, for the smell of it but excites greater protest and unrest.

Even the telephone girls have other interests besides answering calls; and one afternoon two of them, in different exchanges, had a chat over the wires. 'Twas on that all-important subject—dress. Both were going to a birthday party on the following Saturday afternoon, and the discussion on what they should wear on that occasion waxed interesting. Ten minutes passed and the topic was still far from exhausted. But an insistent masculine voice at last compelled one of them to turn her thoughts to other things. "Are you there?" the voice yelled. "Are you there? Halloa! Ah, at last! Who is that speaking? Who are——" "What line do you think you are on?" demanded the annoyed "halloa" girl, indignantly. "I don't know," came the weak and weary reply; "but, judging from all I've just heard, I think I must have got on the clothes-line."

It is reassuring to note that Chairman Edward N. Hurley of the Shipping Board has promptly characterized as misleading a cabled statement from Europe that German naval officers are planning to get into the American Merchant Marine in pursuance of a plot to "colonize" this country's avenues of export trade, ashore and afloat, with Germans. Under present conditions it is not possible for an enemy alien to get an officers' license in the Merchant Marine, and under the Shipping Board system of providing new officers for the Merchant Marine service none but Americans will be added to the present supply of Merchant Marine officers.

A sheriff was discussing campaigning. "In the old days," he remarked, "I used to do it on horseback, but now it's the auto. Probably next time folks will say: 'Seen the candidate yet?' 'Yes; he flew over my house this morning and dropped some literature.'"

The man who is inclined at times to regard himself as the "whole cheese" in the labor movement may find something worth while in the reflection that after all he is merely a mite—a creature born of the movement's age and strength.

As a man may be loved for the enemies he has made, so the "labor leader" who is not the subject of denunciation, libel, and misconstruction from certain sources is justly open to suspicion regarding his disinterestedness.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Japanese in Utah, one thousand strong, have established a co-operative labor fraternity. They have a semi-weekly newspaper and are operating stores. The Co-operative Bulletin reports in this connection that the Negro also is awakening to an interest in the co-operative movement.

Three hundred employees of the Liggett & Myers branch tobacco factory at Philadelphia joined the Tobacco Workers' union and struck to enforce an eight-hour day. The strike is still on. The net earnings of this concern, last year, were over $10,000,000, an increase of $1,000,000 over the previous year.

For the first time since 1915 the New York State Insurance fund, administered by the State Industrial Commission, has declared a dividend of 10 per cent. The increase in the number and frequency of industrial accidents resulting from war conditions made it advisable to suspend dividend payments for the period of the war.

Packing house employees were given a 10 per cent. advance by the decision of the arbitrator, Judge Alschuler of Chicago. The advance is retroactive to November 10, and is based on the advance in the cost of living. The award also deals with a number of minor complaints. Counsel for the packers estimated that the award would cost the packers $13,000,000 a year. About 85,000 employees will receive the retroactive advance.

Edwin Mulready, Massachusetts State Commissioner of Labor and Industries, says employers are forcing children into work that is forbidden by law. He says there are 250,000 children employed in Massachusetts industries and that many of them are working on machines that are a menace to their safety. He explained that the children are employed in the first place under the "certificate law," but after they work in the factories they are transferred to work other than that called for in their certificates.

Secretary Lane of the Department of the Interior has just announced that the casualty list of the American coal mining army for 1918 is 2,575 men killed. This penalty paid by one single industry was said by the Secretary to emphasize the fact not ordinarily appreciated that the worker in the mining industry who did his full duty during the war braved peril just as did the soldier at the front and quite as willingly went to the supreme sacrifice. There has been a decrease of 232 deaths from explosions of gas and coal dust.

Within 10 years, and probably within five, the five leading meat packers will control the entire food supply of the country and charge whatever price they desire, was the prediction of Francis J. Heney testifying before the House Interstate Commerce Committee. Mr. Heney said the packers had extended their activities into so many fields that they have become a menace to the country. They now control the cheese, oleomargarine and butter markets, he said, and are rapidly obtaining a monopoly of a large number of other food products. Through their huge capital and their special privileges, the witness declared, they are able to "smother competition."

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Anderson, Olaf
Anderson, Martin
Andersen, Andrew
Anderson, Otto E.
Anderson, Thomas
Anderson, John Fred
Anderson, Reginald
Anderson, Charley
Anderson, Paul Walfred
Andreas, Carlin
Andersen, John
Aien, Hans
Akesen, A. R.
Anderson, Sam
Backstrom, C. F.
Barker, B.
Baptista, L.
Baumgartna, Gust
Bergen, Gustav H.
Berglund, Iver
Bergstrom, Karl
Berensen, Albert
Bjorkstrom, Saphia
Bigel, Johann
Boysen, J.
Burke, Carl
Bjornstrom, A. W.
Bugge, J.
Buegel, Johan
Brandberg, G.
Bruce, Robert
Brumley, S.
Ball, W. J.
Berg, K. G.
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Carlmark, B. G.
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Clausen, Alex
Caglan, Joe
Collin, Geo.
Cunningham, James
Cormack, Wm.
Carlson, J.
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Daly, John
Drage, John
Davis, Harold
Dean, James W.
Dutton, Henry
Dahlberg, Eric
Donovan, John
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Engstrom, Fred
Ellison, John E.
Eliasen, P.
Eltman, K.
Edwards, John
Ekdake, Fred
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Eckstrom, George
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Fortig, John
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Farquhar, B.
Felsh, Chas.
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Grigalert, Erdman
Gronberg, Theodore
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Gustavsson, Axel
Gronseth, Johan
Gittler, Karl
Gran, A. -1116
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Jensen, Hans
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Karlson, Arvid
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Kallenz, Mees
Kaarbo, Edar
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Kive, Carl
Kippel, Louis
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Kaskinan, W.
Kulek, John
Kuten, A.
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Kroon, Zion
Kruger, Gusta
Karlson, G. A. -1190
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Liljegren, S. D.
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Matokka, —
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Miller, A.
Moberg, K.
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McPherson, James
Muier, James
Mattson, John
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Mathisen, Jorgen
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Mortensen, K. A.
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Nelson, Laurits
Naro, H.
Nilson, Christ
Nilson, Joseph
Nilson, H. L.
Norberg, Axel
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Nelson, A. H.
Nordhohn, Anton
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Odall, E. W.
Olsen Ingvald
Olsen, C. E.
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Parker, Albert
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Punis, Anthony
Pedersen, P.
Pedersen, N. B.
Renstrom, Peter
Rasmussen, Eage
Rasmussen, Peter
Rantanen, H.
Raad, Sigurd
Rontved, I.
Roskinen, Waino
Reinhold, Gustaf
Reyheim, O.
Risnes, Georg
Rockower, Max
Ronkved, Oge
Ronning (Package)
Sametsen, Emil
Salversen, T.
Sheppard, Geo.
Schmidt, Emil
Smith, Geo.
Smith, Erick
Skedsma, A.
Scedsma, Billy
Stenberg, Hjalmar
Stark, Ben
Stratton, Murry
Slack, Philip
Staff, Charles
St. Clair, Thom.
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Sorensen, Chris J.
Svenson, Nikolaus
Swanson, Ben
Syversen, Oscar
Swanson, Wm.
Sauer, Ernil
Sorensen, Henry
Schafer, W.
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Tharstensen, Carl B.
Taylor, W.
Thomsen, Wm.
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Williams, O. C. W.
Wilkeson, Dave
Winters, Robert
Wilson, C.
Will, Arthur
Witanen, Carl
Walker, G. E.
Waage, Bert
White, W. S.
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Wilson, Alex
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Olsen, Johan Oscar
Olson, Anskar
Osberg, Ansgar A.
Peterson, Robert
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Sheldon, C. B.
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Sundberg, K. K.
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Browen, Alexander
Burmeister, T.
Bjerk, G. T.
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Brant, Max
Barrot, G.
Brandt, H.
Bengtson, S.
Bohm, Aug.
Davis, Jonh
Doll
Eliassen, H. C.
Gomes, M. G.
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Hedrick, Jack
High, Edward
Holm, Wm.
Halvorsen, Elmer
Hase, E.
Jansson, John
Jansson, J. A.
Jeandeville, P.
Johanssen, John F.
Johnson, Hilmar
Khamp, S.
Kallas, O.
Kennedy, J. R.
KanKaanpaa, J. E.
Lindroos, A. W.
Malkoff, Peter
Meiners, Herman
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Pedersen, Alf.
Pedersen, N. B.
Petterssen, C. H.
Hahlf, J.
Rank, A.
Risenius, Sven
Rosenblad, Otto
Stenroos, Frank
Svenson, B.
Svenson, Gustaf
Sundquist, Walter W.
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Thompson, Alex.
Valfors, Arvid
Williams, T. C.
Wilson, W.
Wendt, Walter

INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

11-6-18

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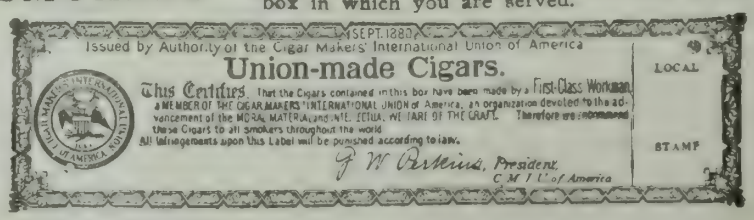

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INFORMATION WANTED.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

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Bjork, Rudolf -2206	Larsen, Carl C.
Bohm, Franz	Larsen, Hans
Brandt, Arvid	Miller, Harry
Brandt, L. J.	Mikkelsen, Harry
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Clifford, Patrick	Nielsen, Jens
Danielsen, Eric	Nilsen, Chas.
Dahl, Ludwig J.	Nogat, E. G.
Doehring, Otto	Nelson, A. S.
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Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Olsen, Kristian
Guthrie, V. A.	Pope, Herbert
Geiger, Joe	Powell, H. A.
Graaf, John D.	Paulsson, Herman
Haikka, T.	Peterson, Frank A.
Kangasniumi, E.	Petersen, Anton -1675
Henriksen, Henrik G. V.	Petter, G.
Hoffmeister, M. A.	Rensmand, Robert
Harding, Ellis	Ruisgaard, Soren
Hartman, Fritz	Richter, N.
Henricksen, Christian G.	Rosenblad, B.
Halligan, Thomas	Siebert, Gust
Hauschild, B.	Sprog, John M.
Johansson, Charles -2407	Swanson, Fread
Johnson, Karl	Swanson, Ernest
Jorgenson, Earl	Swenson, C. E.
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Johansen, Johan	Thompson, Walter S.
Johnson, Emil P.	Thoresen, Ingwald
Jespersen, Martin	Tuhkanen, Johan J.
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Kase, A.	Willing, Wm.
Kristensen, Wm.	Wikstrom, Carl
Kelly, Wm.	Wold, Frank

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

H. Lincoln and Joseph E. Reed, who were seamen on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco. 1-8-19

When making purchases from our advertisers, always mention The Seamen's Journal.

Physical Department
BY DR. WELLSMAN

Intestinal Parasites, The Nematodes
OR ROUND WORMS

Of the many species of parasitic worms it is fortunate that only a comparatively few varieties are found in human beings. Of these the Round Worms, and the Tape Worms are by far the commonest species. The round worms may be subdivided broadly into two families, the round worm or stomach worms, and the thread, or seat worms.

The first-named species resembles very closely in appearance the common earth worm, being pinkish-white or red-brown in color, and varies in length from 5 to 10 inches, according to sex. Ordinarily, they inhabit the smaller intestine, but frequently wander up into the stomach, where the disturbance due to their movements causes them to be vomited; hence they derive the familiar name Stomach Worms.

While most frequently found in children, they are often the unsuspected cause of obscure digestive disturbances in adults, and the possibility of their presence should always be taken into account when treating stomach disorders.

The eggs of the round worm gain access to the human system through contaminated food or water and are hatched out and the young worms pass into the intestine where they develop to their full size in about five weeks.

The symptoms produced by Round Worms, while characteristic, are also sometimes similar to those caused by other digestive disturbances and for that reason are not always recognized as arising from intestinal worms.

It is believed by scientists that the mere presence of the worms is not the cause of the many disturbing symptoms that are observed, but that they are due to some poisonous secretion emitted by the worms which, being absorbed into the system, cause a variety of more or less alarming results.

In the case of children these may manifest themselves in severe nervous disturbances, such as epileptiform convulsions, grinding the teeth and restless sleep, disturbances of vision, abdominal pains, capricious appetite, itching of the eyes, nose and fingers, and so forth. It is, therefore, well for the parent of a child suffering from any of the foregoing symptoms to determine, before jumping at the conclusion that the child has epilepsy or defective eyes, or is just bad tempered and irritable, whether or not it is suffering from some form of intestinal parasites.

If any of the above symptoms are noted, or if the child seems poorly and listless, without any apparent reason, or if it loses flesh in spite of a plentiful diet, notwithstanding that it seems otherwise quite normal, then, make every effort to find out if the child is not suffering from worms. This can usually be determined by one of three ways: The most positive is the discovery of the passage of a worm or worms, either alive or dead. Another indication is the presence of masses of mucus in the stools, which will usually be found upon minute examination under a magnifying glass to contain the tiny eggs of the worm. Another way, the third, while not so conclusive, is nevertheless valuable: This consists in administering Laxcarin. If worms exist the increased amount of mucus passed at first will be noted and the improved condition of the child will be the best indication of the efficacy of the treatment.

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Home News

The Farmers' National Reconstruction Conference, which recently met in Washington, and which represents the big organized farmer groups of the country, has selected a committee to go to Paris in an effort to lay the farmers' point of view before the Peace Conference, and also to participate in such international congress of workers as may take place.

Designation for entry of nearly 3,000,000 acres of public lands in the West has been announced by the Secretary of the Interior. Mineral lands lying within the lignite area of North Dakota comprise 773,000 acres of the total. They can be bought for $10 to $20 an acre. More than 1,000,000 acres of dry-farming lands in 320-acre tracts are opened under the homestead act and nearly 1,000,000 acres are opened in tracts of 640 acres under the stock raising homestead law.

The United States Treasury is very desirous that the sale of War Savings Stamps shall be continued throughout the period of reconstruction with as much zest as during war time. A great many have complained of tediousness in saving the 25-cent stamps or even buying stamps in as small amount as $5. For this reason the Treasury Department is issuing $100 stamps with the same regulation preventing any one person from owning more than $1000 worth of this Government security. The 4¼ per cent. interest compounds quarterly on all issues.

Addressing the Senate Military Committee, Brigadier-General Ansell, acting Judge Advocate General, condemned the existing system of courts-martial in the Army. He declared that the penalty of death or heavy terms in prison, running up to forty years, had been inflicted for what he characterized as comparatively trivial offenses. Senator Chamberlain subsequently announced that the Military Committee would obtain from the War Department the names of those Army officers who in court-martial proceedings had imposed extreme penalties upon soldiers.

A dispatch from Des Moines, Iowa, stated that at the first meeting of the House Committee on Ways and Means of the Iowa Legislature, the New Zealand plan of fixing taxable values was discussed at length. The Legislature needs an increased income, and has turned its direction to the land values, and is about to propose a law borrowed from across the seas that will compel all persons to fix their own property valuations, knowing that if they placed them too low they might be forced to sell to any bidder who would offer from ten to fifteen per cent. more than the valuation set.

The Washington State Insurance Commissioner says that every dollar of fire insurance in that State costs the purchaser approximately $3. He shows that in 1917 the old-line insurance companies collected in Washington the sum of $5,840,000, and repaid for losses but $2,619,000. Last summer the companies attempted to enforce a 10 per cent increase. This was resisted by the Commissioner, who now asks for power to regulate rates. No legislator has yet advocated State insurance, as everyone acquainted with conditions realizes the fight the Insurance Commissioner will start when he tries to even secure the power to regulate.

Domestic and Naval

The American Steamship "Lake Weston," 1,949 tons gross, 1,157 net, built at Wyandotte in 1918 and owned by the U. S. Shipping Board, has been sold for about £3,200, as she lies a wreck off Nash Point.

W. H. A. Walker, tank steamer executive for the U. S. Shipping Board, has taken over the work of the Board's Chartering Committee, the members of which recently resigned. Mr. Walker has the official designation of chartering Executive.

The British steamship "Holms Island," ex "Grelford," ex "Nancy Lee," ex "Minterne," 2,823 tons gross, 1,802 net, carries about 4,800 tons d.w., and owned by the Williams Steam Navigation Co., Ltd., Cardiff, has been sold to the Marshall Shipping Co., Ltd., Cardiff, for £65,000. This price compares with £75,000 paid for this boat in October, 1916, and £44,000 in November, 1915.

Reports have appeared in the daily press about all the defense mines laid by the U. S. Navy along the Atlantic Coast having been picked up. It is quite certain, however, that not all the mines laid by the German submarines during their raids along the coast have been accounted for, and the mine peril in coastwise navigation though nominal is nevertheless an existing one.

Andrew Alexander Allan, long connected with the Allan Line of Steamships, of whose founder he was a descendant, died at Montreal following an operation. He was born in 1860 and was a partner in the firm of H. & A. Allan, managers of the Allan Line on this side until it was absorbed by the Canadian Pacific Railway. He was well-known in shipping circles on both sides of the Atlantic and had taken a leading part in advocating improvements of St. Lawrence navigation.

It is said that the forthcoming report of the Submarine Boat Corporation, which operates the fabricated ship plant at Newark Bay, will not be impressive from an earning standpoint. In fact net after taxes will probably not be much over $500,000, or less than 70 cents a share on the 764,810 shares of stock outstanding. This compares with $1.63 earned on the same amount of stock in 1917. From the same source it is confirmed that although the company has put 23 ships in the water at Newark, it has only one in operation (the Agawam). The most exasperating handicap, it is said, has been on the ground of delay in securing the geared turbine engines from the makers.

The United States Shipping Board states that two of six wooden ships allotted to the Recruiting Service have arrived at Boston, and will immediately be fitted out as training ships for the Merchant Marine. The two vessels are the "Alabat," a Ferris-type ship, built at Jacksonville, Fla., and put into commission last November, and the "Sturgeon Bay," a lake type vessel, completed about a year ago at Sturgeon Bay, Wisconsin. The "Alabat" is 281½ feet long, 46 feet in beam, and has a 23-foot depth of hold. She was designed to carry 3,500 deadweight tons. The "Sturgeon Bay" is 245 feet long, 42 feet in beam and has a 22-foot depth of hold, and is 2,800 deadweight tons. She has been in service between the Lakes and Montreal.

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Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Akerman, V.
Albert, John
Alder, L.
Alne, G.
Amnell, A.
Amundsen, A.
Andersen, A.—2031
Andersen, Adolf
Andersen, C. Frank
Andersen, E. B. -2114
Andersen, O. -1118
Anderson, Erik
Anderson, Gust
Anderson, John
Anderson, Nils F.
Anderson, Otto
Anderson, R. P.
Anderson, V.
Anderssen, Edw.
Andersson, G. F.
Andersson, O. L.
Andersson, Gustaf
Andersson, C. J. -2185
Andreasen, H. -1477
Andresen, Almar
Andresen, Jorgen
Anguiano, Rest.
Antonsen, Arthur
Appleton, George
Aris, John
Aronis, J. D.
Arvidson, Nels
Arvidson, H.
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Augustine, Herman
Augustson, A. H.
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Carlsen, Martin
Carlson, August
Carlson, E. -1769
Carlson, C. S.
Carlson, G. R. -776
Carlson, H.
Carlson, Peter
Carlsson, J. -1763
Castelein, F.
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Chalmers, James
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Christensen, A. J. P.
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Danielsen, Erik
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Darwick, Th.
Danielson, L. M.
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De Rady, Henry
Derrick, H.
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Devenay, Edw.
Deur, Leo Le
Dinteren, J.
Dreyer, Jack O.

Edmann, O. -557
Egan, J.
Engstrom, Ben
Engstrom, Carl
Enstrom, Chas.
Eriksen, Ole
Eriksson, Gustaf
Eriksen, Guttorm
Erikson, J. E.
Ertman, E.
Evensen, Martin
Evensen, Alex
Everett, W. J.

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Fagerly, O.
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Foss, L.
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Gasch, Billy
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Halvorsen, Hans
Halvorsen, O. -1672
Hanck, Leo
Handrup, Axel
Hansen, Adolf
Hansen, H. H.
Hansen, Carl
Hansen, Hans M.
Hansen, Lars
Hansen, O. Rudolph
Hansen, Hartw.
Hansen, Hauger
Hansen, J. -2354
Hansen, M. -968
Hansen, R. -2504
Hansson, J. -2059
Hansson, Harald
Hardman, L. L.
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Hartwig, W.
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Hein, M.
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Hocking, W. P.
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Holm, C. A.
Holm, Nils W.
Holman, William
Holmgren, Carl
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Jensen, Antton
Jensen, H. -1555
Jensen, Harry
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Jensen, Emanuel
Jensen, Gustav
Jensen, H. -2425
Johansen, T. A.
Johansen, Walter
Johannessen, Karl
Johanson, A. H.
Johanson, Carl
Johnston, Ed.
Johannessen, A. -1487
Johanson, Fred
Johnson, Leonard
Johnson, Matt
Johnson, Norman
Johnson, Olof
Johnston, E. M.
Johnstone, J.
Jones, E.
Jonson, P. W.
Jorgensen, H.—2458
Jorgensen, H. J.

Kahl, W. E.
Kallberg, Arvid
Karlgren, Gust
Karlsson, August
Karman, Wm. B.
Katchorin, Jacob
Kennedy, J. R.
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Kjellberg, A. C.
Kjellson, Axel
Klink, A.
Korbee, H. J.
Knoppf, F.
Knoph, Lewis
Kolbe, A. R.
Koolstra, S.
Koppel, C.
Koppel, John
Kost, J. D.
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Larsen, K.
Larsen, Alf
Larsen, Arthur
Larsen, Finwald
Larson, L. H.
Larson, Albin
Larsson, Carl S.
Larsson, Herbert
Laugesen, C.
Leal, Cirilo
Lerch, Chas.
Lewis, Harry S.
Lewis, Owen J.
Liisberg, P.
Lindblad, F. G.
Lindblad, Gust.
Lindekrantz, F.
Lindgvist, Chas.
Lindholm, B. -1990
Link, A. -731
Linsner, P. K.
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Lofgren, R.
Loughrey, C. W.
Lugar, Jack
Lund, Axel
Lund, Frank
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Lund, Olai
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Lundberg, K. K.
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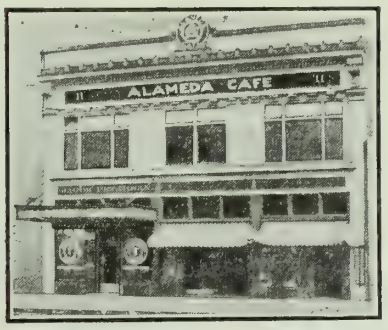

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News from Abroad

For the second time an epidemic of Spanish influenza is occupying medical minds in England. Reports on the 23d indicated that the death rate during the last two weeks has been one in every five cases. In London alone there are 1300 policemen sick in hospitals.

It is said that Lenine and Trotzky differ in regard to the acceptance of the proposal for a conference at Princes Islands. Lenine, it is said, wishes to accept the invitation on account of the economic condition of Russia, which he declares is hopeless, while Trotzky, at Petrograd, is declared to be of the opinion that the occupation of the Ukraine would insure food and fuel supplies to the Soviet Government.

During the last year, announces Commerce Reports, there were thirty corporations, financed by Japanese capital, organized in agricultural enterprises in a single district in the Philippines. The number and capitalization of these corporations are about the same as those of the agricultural corporations financed by Filipinos in the whole archipelago during the year. Japanese capital has also become active in the sugar industry in the islands.

Sir R. M. Kindersley, presiding at a meeting of the Hudson's Bay Company, stated that "there was now practically no good land in the Hudson Bay region open for free homesteads." As Governor he congratulated the company that this circumstance clearly tended to increase the demand for the company's lands. The long held lands of this ancient company are now to make good returns in the way of unearned increment to the London stockholders.

Prominent business men in several of the largest cities of Australia have organized a company with sufficient capital to route out an aerial course from Sydney to London, with the idea of developing a practical route for mail and passenger service between Australia and England. After the completion of a survey, it is proposed to finance a company in London to operate the service to Australia with the idea of making a complete journey in 150 hours between London and Sydney.

Since the visit of President Wilson to Italy a widespread campaign to propagate his views has been undertaken by the Italian League of Free Nations Society (Famiglia Italiana della Lega Universale per la Societa tra le Libere Nazione). A series of meetings and public lectures has been arranged in all the principal cities of Italy and the provinces to educate the people in "the great idealistic ideas of Wilson" and to "promote a vigorous movement in support of a peace founded on right and justice."

King Victor Emmanuel has signed a decree of amnesty to soldiers and members of their families sentenced for political and economic offenses, treason and speculation alone being excluded. The preamble of the decree, after referring to the brilliant Allied victory, says: "We also celebrate in our hearts, with sincere faith, the pact of the Society of Nations, which must be the intangible charter of humanity. The whole Italian people must receive and understand with joy the high value of this pact and its immortal meaning."

With the Wits

"Would you advise a young man to go into any business where he saw an opening?" "Yes, if he was sure the opening wouldn't get him into a hole."—Baltimore American.

"What are you doing to help win the war?" "Well, I've bought war stamps and Liberty Bonds, but I haven't been able to find any whale meat as yet."—Kansas City Journal.

"What have you there?" "Just a summer book." "Ah! Something light and airy?" "Certainly not. This is a serious summer and I'm going to read a serious book."—Birmingham Age-Herald.

"Never make a fuss about what you can't help," said the homely philosopher. "Nonsense," replied the fan; "that idea would take half the excitement out of a baseball game."—Boston Transcript.

Dear Old Lady—So you're on a minesweper, are you? And where do you sweep mines?

Cautious Tar—Oh, just round the tops of 'em, lady; where the dust settles.—Marine News.

"A great many commodities are advancing in price." "And that reminds me." "Yes?" "I heard less kicking when whisky advanced $4 a gallon than when milk went up 1 cent a quart."—Louisville Courier-Journal.

Customer—By Jove, I am glad to see you back. Has the strike been settled?

Waiter—What strike, sir?

Customer—Oh, come now! Where have you been since you took my order?—Tit-Bits.

The sailor had just told the old lady in the train what his share in the great war was. "In a submarine!" she exclaimed. "How nice! And what do you do?" "Well, mum, I runs for'ard and tips her up when we want to dive."—Occidental.

Farmer (after the patriot has milked his first cow)—Well, friend, you've learned something you never knew before, hey?

City Chap—Verily, brother! I've just learned that the person who says a cow gives milk is a liar.—Buffalo Express.

Earnest Inquirer (collecting statistics for a work on temperance)—And how many glasses of beer would you—er—consume in a day?

The Person—Well, I can't say, guv'nor. Some days I 'as about twenty or thirty, an' then again, another day, perhaps I might 'ave quite a lot.—Detroit Free Press.

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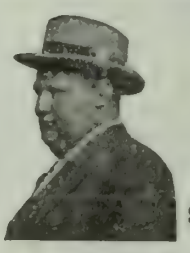

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VOL. XXXII, No. 29. SAN FRANCISCO, WEDNESDAY, MARCH 26, 1919. Whole No. 2531.

THE WORLD'S MERCHANT SHIPPING

Chairman Hurley's Report on His Mission Abroad

Since his return from Europe on February 11th, Chairman Hurley and his colleagues of the U. S. Shipping Board have been intensely occupied with the subject matter of the report, published in part herewith. For it is these data, coupled with conditions existing on this side of the Atlantic, which are being employed as a basis for the working out of a definite policy of ownership and operation for the American Merchant Marine—one of the most complex and involved of post-war problems.

Chairman Hurley recently authorized the statement that the work on a tentative plan for the operation of an American Merchant Marine has progressed so far that its details will be ready for publication on or before March 31st.

Merchant shipping is now the universal interest of mankind. Every nation, great or small, is alert to the vital bearing of ships upon its future prosperity. After three months spent in the midst of the great events connected with the termination of the war and the solidification of peace, I deem it an immediate duty to lay before my colleagues of the United States Shipping Board a report upon the data accumulated by my conferences and investigations.

The war has brought us into a high place as a maritime power. I find the peoples of the world aroused to an intense interest and concern as to the use we are to make of this power, now that peace is returned. My observations in Europe compel optimism. In America, you have heard much about British competition. In Great Britain I heard a great deal more about American competition. The expressions of British publicists, newspapers and officials which came to my attention provided no grounds for alarm about the future of our shipping. The lesson I learned from the British was not to concentrate too much upon the strength of the competition we must meet. For more than a generation, we have heard British seamanship and British ship-operating ability lauded. We have shared this admiration. But, in our praise, we have been prone to ignore the advantages that lay on the side of the ships that flew the British Flag. The truth is that our friends across the water are, for the first time in many years, entering upon a period of actual competition. It is an era regarding which I entertain no misgivings. The obstacles of inexperience will quickly give way before American industrial strength and energy. It is a new age of ocean transportation as well as of world policy. It is an age in which new conditions will rule and old advantages will become inoperative. It is an age of promise for those who would participate in America's high destiny upon the peaceful seas.

The first thing necessary is to know where we stand. It has been possible since the armistice to assemble the necessary information regarding the war's effect upon maritime power. We know now the extent to which the German campaign of piracy reduced the steam sea-going tonnage of the world, despite the energetic construction undertaken by the United States and the other nations.

At the outbreak of the war, in July, 1914, the total steam sea-going merchant tonnage of the world (exclusive of Germany, Austria, and Turkey) was 34,924,000 gross tons. (To compute deadweight tons from gross tons, take 150 per cent. of the gross tonnage; to compute gross tons from deadweight tons, take 66⅔ per cent. of the deadweight tonnage. During the war the Allies and neutrals lost 12,815,000 tons through enemy action. They also lost 2,192,000 tons through marine risk, and about 210,000 through seizures by the enemy, making a total loss of 15,218,000.

To offset these losses there were the following gains: Through new construction, 11,856,000 tons; through capture from the enemy, 2,393,000 tons, making a total acquisition of 14,249,000 tons. It will be seen from the above that the net loss of allied and neutral nations is only 969,000 tons, leaving the tonnage of allied and neutral nations 33,956,000 at the close of the war. In order to arrive at the total loss of tonnage for the world, it is necessary to take into account the losses from the German and Austrian fleets during the war. As the result of careful study, it has been found that the net losses for Germany and Austria are about 2,350,000 tons. If we add to this the net loss of allied and neutral nations (969,000 tons), we get a total loss of 3,319,000 gross tons. This figure, however, is too small to indicate the total loss to world tonnage, due to the fact that many vessels were pressed into service during the war which were considered unfit for service before the war, and many others were kept in service long after they would have been abandoned under normal conditions. If a deduction of one million tons were made for actual and accumulated abandonment and other losses not included in the figures above, we would have a total of 4,319,000 gross tons to deduct from the merchant fleet of the world in order to arrive at a fair estimate of its tonnage today.

Since the steam sea-going merchant tonnage of the world (including Germany, Austria and Turkey) was approximately 41,420,000 tons at the outbreak of the war, the total tonnage of the same sort at the present time is approximately 37,100,000 tons.

This figure, however, does not give us an adequate idea of the shortage in world tonnage at the present time, because for the ten years previous to 1914 the world tonnage of steam vessels had been increasing at the rate of approximately 4.7 per cent. annually (about 2¼ million tons). If it had continued to increase at this same rate from the outbreak of the war until the first of January, 1919, it would have been between ten and twelve million tons greater in 1919 than in 1914.

The United States forged ahead as rapidly as Germany fell behind. In August, 1914, at the beginning of the world war, the United States sea-going merchant marine, 500 gross tons and over, included 624 steamers of 1,758,465 gross tons, and 870 sailing vessels and schooner barges of 947,852 gross tons, making a grand total of 1,494 sea-going merchant vessels of 2,706,317 gross tons. On November 11, 1918, at the end of the war, the steam merchant marine had increased to 1,366 vessels of 4,685,263 gross tons, and the sailing vessels and schooner barges had decreased to 747 vessels of 829,917 gross tons, making a grand total of 2,113 sea-going vessels of 5,515,180 gross tons. This does not include the seized enemy vessels, which at the end of the war aggregated 88 vessels of 562,005 gross tons, of which number 81 of 546,210 gross tons were steamers, and 7 of 15,795 gross tons were sailing vessels.

The total construction in the United States added to the merchant marine during the war 875 vessels of 2,941,845 gross tons. The purchase from aliens of 233 vessels of 833,854 gross tons, the movement to the ocean from the Great Lakes of 66 steamers of 139,469 gross tons, and miscellaneous acquisitions amounting to 31 vessels of 39,219 gross tons are other sources of acquisition. The loss of 114 vessels of 322,214 gross tons by enemy action, of 278 vessels of 405,400 gross tons by marine risk, of 130 vessels of 268,149 gross tons by sale to aliens, and of 64 vessels of 149,761 gross tons through sale to the U. S. Government, abandonment and other causes accounts for the decreases. Losses of 15 seized German and requisitioned Dutch steam vessels, amounting to 112,248 gross tons, are not included in the losses given above.

To-day we are potentially the greatest marine power of the earth, for the reason that we possess the greatest shipbuilding instrumentalities.

The nations of the world are proceeding somewhat slowly to emerge from the restraint imposed by war utilization of shipping. The necessities of the situation compel measured action. In England the policy is to avoid nationalization of shipping and to withdraw control as promptly as possible. The movements in this direction, while considerable, are subject to needful restrictions thus far. It was only the other day that a prominent English newspaper spoke very vigorously of the desirability of restoring the rule of private initiative. The sale of certain uncompleted standard ships has been arranged by the British Government and it may be well to draw your attention to the procedure under which this transaction was conducted. In January, Lord Inchcape in a letter to the Chamber of Shipping announced that, in conjunction with Sir Owen Phillips (of the Union Castle Line), he had agreed with the Shipping Controller to take over the contracts into which the Government had entered with shipbuilders for the construction of standard steamers. About 137 such steamers were building and this number was therefore in-

volved. The agreement does not, however, reach to the ferro-concrete steamers, few in number, which are under construction for the Admiralty. Lord Inchcape went on to state that the vessels secured would at once be offered to British shipping companies on the terms on which they were acquired. In the allocations, regard would be had to the magnitude of losses suffered by the respective applicants during the war.

Lord Inchcape and Sir Owen Phillips are apparently litle more that the intermediaries between the Ministry of Shipping and the shipping companies. Instead of conducting the business by private sale, as has been done in the case of completed steamers, the Ministry has divested itself of its building contracts by a single transaction and has shifted to the shipping companies as a body the task of allocating the unfinished tonnage. Such a procedure is simpler for the Ministry, and, I am informed, more satisfactory to the companies.

What the British ship-owner gains through purchasing at this stage is the opportunity of having the standard boats completed somewhat according to his individual needs. The chief criticism of such boats has been their reported inadaptability to varied services. But it has been pointed out that considerable adaptation would be possible, if prospective purchasers could give directions and have them followed. This now becomes possible.

The terms of purchase and repurchase are not known. The estimate appearing in the newspapers relative to the transaction between the intermediaries and the Ministry is that some £20,000,000 is involved. Undoubtedly the Ministry is writing off a considerable part of its construction costs, and the price made to the companies is naturally a satisfactory one.

Ambitions of Other Nations.

The study of Shipping Board experts revealed a teeming ambition among other powers to achieve a higher maritime standing. In almost every country the desire exists not only to replace war losses but to add new totals to be used in the work of reconstruction and in developing new foreign trade. "The cumulative miseries of four and one-half years have reminded the world that civilization is transportation," said a noted British authority recently, "and, as the sea controls the land, ships are far more important than railways since they constitute the principal, indeed the one means of carriage between those nations dependent upon the outside for their foods and raw materials." Even Switzerland has not escaped this desire to acquire a merchant marine. I am informed that the Swiss intend to construct a merchant navy of their own, which, after the canalization of the Rhine, will bring coal oil, grain and other necessary supplies in exchange for the manufactured goods of Switzerland.

France is planning her first effort in modern times to secure a merchant marine commensurate with her foreign trade. France lost 528 vessels of 907,000 gross tons through enemy action during the war. Her loss constituted about 39 per cent. of her entire merchant fleet at the outbreak of the war.

In connection with the rehabilitation of the French Merchant Marine, Monsieur Bouisson, commissioner for the Merchant Marine, recently expressed himself as being in favor of recovering all of the French tonnage destroyed by submarines from her associates in the war. This, he thinks, would be only a fair payment for the efforts of France's arsenals, shipyards and naval shops on behalf of her associates.

Great Britain has tentatively agreed to build 500,000 tons of shipping for France when conditions permit, and France expects further to strengthen her merchant fleet by purchases of ships from other shipbuilding nations.

The French Navy League, representing the principal French shipping companies and shipbuilding industries, has appealed to President Wilson to use his influence in enabling France to reconstruct her merchant fleet. France has lost, as a result of the war, 40 per cent. of her tonnage and thousands of her best seamen. All her shipyards have been turned over to producing war material, so that she was unable to replace her losses by new construction. The proposals which the League places before President Wilson are three: first, that German and Austrian shipping be given to France to replace her losses ton for ton; second, that French shipowners be immediately enabled to buy 1,000,000 tons of ships built in Great Britain and 1,000,000 tons of ships built in America; third, that French shipowners be enabled immediately to construct in American shipyards 2,000,000 tons of cargo steamers. The French indeed have large plans for their new enterprise.

Italy's Heavy War Losses.

Italy lost more than half her merchant fleet during the war. Her losses through enemy action were 565 vessels with a tonnage of 852,000 or 51 per cent. of her entire fleet in 1914.

Italian officials are said to feel that it is now very necessary to replace the lost vessels. Cold-storage vessels for the transport of frozen meat are in great demand; the national consumption of meat being approximately 90,000 tons yearly, while the home stocks of cattle are greatly reduced and will have to be carefully husbanded and fostered for a long time to come. For such new construction much material is wanting, especially iron, steel, copper and machinery, usually supplied by the Allies, chiefly Great Britain. Many new sailing vessels are also desired, particularly those provided with auxiliary engines using oil or benzine, up to about 600 tons, for the coasting trade.

Much had been done towards encouraging shipbuilding on the existing slips and the laying down of new ones. The number of new slips is reported to be about 100, and it had been estimated that in three years the Italian Mercantile Marine would exceed 4,000,000 tons.

Although the total output of the Italian yards was not notable in 1918, there was behind it a spirit of whole-hearted enterprise which promises well for the future. Thirty-six shipyards are now in operation and 15 others are planned and it is hoped that a total output of 800,000 tons annually can be obtained if difficulties in obtaining materials are obliterated. New sources of supply of steel are being exploited in the island of Elba and the valley of Eosta.

The shipbuilding industry in Japan enjoyed great prosperity during the war period, numerous orders having been received from abroad as well as from Japanese shipowners.

Service Rendered by Japanese.

On June 30, 1914, an analysis of Lloyd's registers and the reports of the Japanese Department of Communications shows 616 steam vessels of 1,625,844 gross tons in the Japanese merchant marine of 500 gross tons and over. A similar study as of November 1, 1918 shows a total of 792 steam vessels with a gross tonnage of 2,010,382, an increase of 176 steamers of 384,538 gross tons or approximately 25 per cent. This net increase is accounted for through the construction of 284 steamers of 768,325 gross tons and the purchase of 43 vessels of 130,817 gross tons and the loss of 30 steamers of 131,677 gross tons through enemy action, of 75 steamers of 123,783 gross tons through marine risk, and of 43 steamers of 180,141 gross tons through sale to aliens and through miscellaneous adjustments amounting to 78,003 gross tons.

During the period of greatest submarine activity, when the needs for our armies in France were rapidly outgrowing the capacity of available shipping, the Shipping Board seized an opportunity to secure 280,000 tons of Japanese vessels at short notice. About 150,000 tons were chartered to us immediately, and we furnished the steel to complete 130,000 tons which were then under construction. The latter vessels were completed and delivered to us at a record speed. The completion of this tonnage left idle thirteen highly efficient Japanese shipyards capable of turning out ships faster than we could possibly expand our own facilities at that time and get anything like equal results. The demand for ships was still the crux of the military situation in France, and the Shipping Board did not hesitate to give the Japanese yards contracts for thirty more vessels. Excellent progress has been made on these contracts, 80 per cent. of the steel having been rolled here and shipped to Japan.

The tonnage chartered from Japan is being returned to them just as rapidly as shipping conditions will permit.

Japan has developed great shipbuilding power. She is developing new sources of steel supply in China with a view of becoming less dependent upon Europe and America for plates. At the same time it is proper to mention the fact that there is a surplus of shipbuilding steel in England on which the British authorities are granting preferential ocean freight rates to the Far East.

The number of shipways in Japan on January 1, 1919, was 145. The annual normal capacity is 1,200,000 tons. The annual maximum capacity is estimated at 1,700,000 tons. Japan expects to build during the year 1919, 181 steamers of 1,000 tons and over, aggregating a total tonnage of 1,189,280.

Sweden's Yards Busy.

During the war Sweden lost 185 vessels of 202,000 gross tons through the hostile action of the Central Powers. This loss constituted about 18 per cent. of the total merchant fleet of Sweden at the outbreak of the war. At the end of 1918, 50 ships of approximately 60,000 tons d. w. were under construction, a record in Swedish shipbuilding. The yards can get orders in almost unlimited numbers—some docks are engaged until 1923, but lack of materials limits the production. Plates which formerly came from England were badly needed during the war. When the English supply was cut off, they used plates of Swedish manufacture, which are good but not nearly sufficient. Besides building, all the Swedish docks are engaged in repairing, equipping, or lengthening steamers which shall sail on the enlarged canal to the sea.

During the first half of 1918 negotiations were carried on in London between the Allies and Sweden which resulted in an agreement whereby the Allies took over a considerable part of Sweden's tonnage. The Allies agreed to allow Sweden to import necessities and food stuffs under a guarantee against re-exportation. Swedish shipping received one advantage from the agreement. It was now possible for the rest of the Swedish tonnage to take up connections between Sweden and trans-oceanic countries in the open market, and perhaps this fact has in some measure covered the loss and risk of the tonnage destroyed.

During the autumn the Oresunds Yards, in Landscrona, launched its first ship. This dockyard has four ways, one of which can take ships up to 20,000 tons. Ten steamers from 4,000 to 8,000 tons are at present ordered or under construction at the yard.

Experience of the Norwegians.

Both in amount and percentage Norway suffered greater loss than any other neutral country. She lost 1,178,000 gross tons of shipping, which was 47 per cent. of her total merchant fleet in 1914.

At the beginning of 1918, 64 motorships and steamers were being built, of which 5 are of steel, 50 of wood, and 8 of concrete. All together 225 ships of about 200,000 tons were under construction in Norway. Many of these motorboats may have to lie idle as soon as they are finished for lack of oil.

In this connection, the "Verdens Gang" of Christiania says that Swedish shipping interests have 55 ships, of 142,000 tonnage in all, on order at Norwegian yards. However, shortage of materials prevents a large number of these ships from being built, and the Norwegian Government may prohibit the sending of a considerable number to Sweden while the Norwegian need is so great.

Several new shipyards have been built in Norway and old yards have been put in repairs and enlarged both technically and economically. At first it was difficult to get the necessary materials, while in 1918 the exportation of iron from iron-producing countries was absolutely at a standstill, and it was not until the end of the year that many shipments moved. Therefore it has been necessary at several shipyards to reduce their working force and exercise economy. In order to prevent unemployment, it was necessary during the year to reduce the number of working hours.

Norway and America later entered in an agreement which guaranteed Norway shipments to meet her needs in such quantities as would not hurt the Allies. No goods imported from the United States must go to the Central Powers or replace goods going to the Central Powers.

The director for the Norwegian "Veritas" has stated that it will certainly be difficult to replace the great loss in ships within a reasonable time, because all shipbuilding countries will first attend to their own needs. It was therefore important that the Norwegian ship and machine workers should be increased in order to build ships of a size which will be in demand after the war, namely, steel ships of 5,000 to 15,000 tons d. w., supplied with the most economical engines and machines.

Concrete shipbuilding has shown a remarkable development. Norway was the first to take up this industry; the first concrete ships have been put in commission and the building methods used in Norway have been copied by several other countries.

Tonnage Situation of Denmark.

An analysis of Lloyd's registers shows that the 429 steamers of 737,532 gross tons, 500 gross tons and over, in the Danish merchant marine as of June 30, 1914, had decreased to approximately 329 steamers of 600,000 gross tons as of June 30, 1918, a decrease of approximately 100 vessels of 137,532 gross tons, or nearly 20 per cent. in tonnage. Denmark's losses due to enemy action were unusually heavy, amounting for the period to 143 steamers of 219,000 gross tons. Losses by marine risk of 17 steamers of 23,137 gross tons were slight in comparison, while sales to aliens of 62 vessels of 96,606 gross tons almost equaled Denmark's foreign purchase of 122,559 gross tons. New construction amounted to 60 steamers of 90,922 gross tons. Miscellaneous steamers dropped from registry or broken up account for the remainder of the decrease.

Spain, Too, Suffers Heavily.

An analysis for 1914-1918 shows that the Spanish steam merchant marine, 500 gross tons and over, which included 397 steamers of 864,395 gross tons as of June 30, 1914, decreased to approximately 300 steamers of 650,000 tons as of June 30, 1918, a decrease of 97 steamers of over 210,000 gross tons, or approximately 25 per cent. This decrease is due largely to the heavy losses inflicted by enemy action of 77 steamers of 165,930 gross tons by marine risk, 34 steamers of 73,591 gross tons, and to sales to aliens of 31 steamers of 59,759 gross tons. New construction amounted to 15 steamers of 35,448 gross tons and foreign purchases to 25 steamers of 47,650. Miscellaneous adjustments account for the remaining difference. Four years ago the shipbuilding industry in Spain was confined almost wholly to the yards of the Sociedad Espanol de Construction Naval at Ferrol, Cartagena, and Matagorda, and those of the Compa Buskalduna and the Astilleros del Nervion at Bilbao. Now there are a number of new establishments.

Greece's war losses were 338,000 gross tons, or approximately 40 per cent. of her pre-war fleet.

The war losses suffered by Holland were much less than that of most other European countries. She lost approximately 200,000 tons of shipping, or 14 per cent. of her merchant fleet in 1914.

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

"Dummy" Directors Not Wanted

Editor Baine of the Shoe Workers' Journal applauds the Massachusetts State Federation of Labor for refusing to indorse a bill that would permit corporations to provide for the representation of employes on their boards of directors.

The labor editor suggests that employers permit trade unionists to run their own affairs before they (the unionists) are invited to share in the management of the business of some one else.

The bill was introduced in the State Legislature by Senator Loring, an executive of the Plymouth Cordage Company. In support of the bill, the law maker said:

"I have tried many experiments. I have tried profit sharing, bonuses, workmen's committees, and all those things, and every one of them failed when time of stress came."

Editor Baine calls attention to the employer's failure to mention collective bargaining.

"It is to be expected that an executive committee of the board of directors would run the business and the employe director would be called in only on certain occasions, principally when it was desired to impress them with some idea in the firm's interest relating to its labor policies. Such directors would be selected by the management of the business or by the stockholders, and would have to be perfectly acceptable to the stockholders and to the directors."

Editor Baine predicts a new crop of these schemes which are intended "not to solve the labor problem, but to circumvent it."

Excessive Turnovers.

In recounting the turmoil that existed before the United States Employment Service took charge of the labor situation, and replaced private agencies, the bulletin of this service says:

"During the first five months of our participation in the world conflict, the recruiting of the industrial army—the manning of the growing ship yards, and other war projects—was a haphazard affair. War industries stole labor from one another. Plants took on 500 men on Monday morning only to lose 400 the next Saturday. Unscrupulous private fee-charging employment agencies and labor scouts grew fat on labor turnover. Some manufacturing districts were crippled as to output because of labor shortage, while others had a surplus of workers.

"Thus was forced upon the country general recognition of the urgent necessity for a central agency of the government which would intelligently assemble and distribute the labor power of the country and stibilize employment conditions."

The Congress that adjourned March 4 refused to appropriate funds to continue this service, and it is probable that the "fee-charging employment agencies" will again profit by labor turnover. These agencies were the most bitter opponents of the Federal Employment Service, and were aided by employers who want an employment system that can be depended upon to supply strikebreakers.

Evil of Child Labor Not Removed in U. S.

The children's bureau of the United States Department of Labor warns the public that the new child labor bill passed by the last Congress does not eradicate this evil. It is shown that there are approximately 2,000,000 working children between the ages of 10 and 16 in this country and that considerably under 300,000 of these children are in occupations coming within the scope of the Federal Child Labor law. The remaining thousands of working children will have only such protection as is afforded by the widely varying laws of the States in which they live.

"While the law is undoubtedly a step in the right direction," says the bureau, "even after it is in force young children will be able to work at some time, in some occupations, in practically every State in the Union, and in many States boys and girls will be permitted to work long hours."

Attention is called to the fact that the laws of most States fail to protect children in agriculture and domestic service, although the farm children, according to the census of 1910, constitute about three-fourths of the working children of the United States.

Public Voting on Strikes.

A bill before the Washington Legislature shows a new wrinkle in the campaign to stop strikes by law. The latest is that no strike shall be called until after a vote by the organizations involved, taken under the direction of the public election officials after 30 days' notice.

An employer is not interfered with in his right to close down his plant for any reason or no reason, but if his employes would suspend work to enforce their demands, the employer is given 30 days' notice with public officials controlling the election before employes can quit work.

The plan was considered so seriously by legislators that a delegation of trade unionists appeared before a Senate committee to voice their protest.

"This is class legislation of the most glaring kind," declared President Short of the State Federation of Labor. The unionist told the lawmakers that if they passed the bill they will fill the jails with working men, "and all you would accomplish woud be to bring law into disrepute."

"If you want to quiet the unrest of labor," he said, "you must remove the cause of that unrest. Efforts to resist increases in wages without efforts to reduce the cost of the necessaries of life will fail, and they ought to fail."

Martin Flyzik, president of District No. 10, United Mine Workers, told the committee that strikes do not start from the agitation of labor officials. They come, he said, from the disaffection, the mistreatment or from grievances, real or fancied, felt by the workers themselves.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A recent example of the militant attitude of the Japanese workers is interesting: At one large iron works in Osaka a steamer of 10,000 tons was to be launched on August 21. The officials of the plant had invited a number of prominent men to a garden party to celebrate the event. Three days before the date set for the party it was called off. The workers in the dockyard had vetoed it on the ground that so long as the rice crisis prevailed they would not consent to "any wanton expenditure of money." A special squad of police was then ordered to keep the dock workers in restraint.

The agreement of the Negro and native population of South Africa to refrain from political agitation for the duration of the war was formally renounced at a mass meeting of the colored citizens of Claremont called by the African Political Organization. An aggressive campaign of organization and agitation was determined upon with a view to combating discrimination against the colored people of the Union. A resolution supporting "any action the African Political Organization may take to obtain the deletion of the 'color bar' from the Act of Union" was unanimously adopted.

The "Daily Mail" (England), in a leading article demanding the immediate establishment of the long-delayed Ministry of Health, refers to the speech of Sir Auckland Geddes, and declares: "Bad housing, insufficient feeding, insufficient light, air, sleep, and recreation were the causes to which the speaker attributed this terrible national stain of consumption. All these causes can however, be put in two words, 'cheap labor.' The British people were a healthy people prior to the great industrial era of last century. It was the 'Manchester School' of frec-trade—(More accurately the profit-making code and creed of Capitalism)—based upon cheap labor, packing millions of human beings into close quarters, running up wildernesses of ramshackle, jerry-built homes, piling up factories constructed only with the object of sweating the last ounce out of human machines that sowed broadcast the seeds of disease and converted an A1 population into a C3 population."

The working of proportional representation at the recent German election deserves careful study. The Germans followed the usual Continental system. The constituencies are very large (only 38 in the whole Republic) and each returns from 6 to 16 members (average 11.) The voting is by lists. Each party, or any local group of 50 electors, may present a list, which may contain as many names of candidates as there are seats. The order of the names is fixed by the party. Electors then vote not for individual candidates, but for party lists. The votes cast determine how many candidates of each list are elected, following the prearranged order. Thus the more valued names, which come first in each list, are fairly sure of election. Combination (Verbindung) of two lists is permitted, but has rarely been tried at this election. The system is less accurate than that advocated by the late Lord Courtney, and gives more power to the disciplined party and less to individual choice, but is simpler, and makes for strong leadership.

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Aalto, Harry	Nurmi, Taini
Albertson, Johannes	Nurn, John A.
Amundsen, Pete	Nyberg, Eric
Andersen, Mr.	Olsen, A. W.
Andree, Ernest -1410	Oman, Chas. V.
Antonsen, N. H.	Olsen, Tollef
Barney, A. M.	Ohm, B.
Bedford, A.	Olsen, Amandus
Breien, Hans	Olsen, Ole W.
Brogard, N.	Olson, Andrew
Christoffersen, G. -903	Petersen, K. E.
Doyle, William	Peterson, Hugo
Eklund, Swen	Pelz, Fritz
Ellingson, Billy	Petrow, Fred
Flotman, G. J.	Roed, Lief A.
Fosberg, Leonard	Rosenthal, Walter
Franzell, A. T.	Ross, George
Grunwald, Alois	Rytko, Otto
Grassen, Joe	Rasmussen, T. A.
Gunerud, Thorvald	Sanders, Chas.
Halvorsen, Harry	Spence, Oswald
Hammarquist, Gust	Sodergren, Oscar
Harler, Peter	Stringer, M.
Hederman, H. C.	Salo, Oscar
Helin, John	Thompson, Alex S.
Hoek, A.	Thompson, M.
Holmstrom, Fritz	Thornlund, John N.
Iverson, Tom	Terkki, Arthur
Jensen, J.	Thornlund, John N.
Johansen, J. -2314	Wrig, F.
Johansen, Fritz	Warkkala, John
Johansen, N. A. -1604	Williams, Edward
Johansen, Fred	Wrig, Claus
Johanson, John A.	Williams, Edward A.
Johansen, Carl	Warkala, John
Johnsen, John E.	Zimmerman, F.
Johnson, Ole	Zunderer, Theo.
Jonassen, Johannes	Zunderer, Theo
Kristensen, Martin	(Questionnaires)
Larsen, Klaus L.	Berner, Albert
Lato, Eley	Christensen, Ole Martin
Lechemus, Bill	Doage, Sigvald
Linden, Chas. F.	Holm, Frank
Lundquist, R.	Johansen, N. A.
Miller, John	Johansen, Carl M.
Monson, Chas. C.	Lindroth, Carl Aug.
Monterro, Joe	Pedersen, Carl
Mortensen, Adolf	Rehl, Chas.
Nelson, Carl	Tysk, John H.

CLASSIFICATION CARDS.

Doage, Sigvald	Pederson, Carl
Hingren, John H.	Schlieman, J.
Hansen, Adolph	Tysk, J. H.

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
Holmstrom, Carl A.	Meyer, Karl
Houge, Anton	Nielsen, Alf. W. -1054
Johnson, Pett	Person, Fritz
Johnson, Fontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287 Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magall, Michael	

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J. 3-26-19

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.

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Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

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Pacific Coast Marine.

According to Commander H. W. McCormick, U. S. N., who is at Eureka, Cal., it is probable the former Marconi wireless station at Fort Humboldt will be dismantled and abandoned. The Marconi station is superfluous because of the naval station on Table Bluff.

A new class in Navigation was organized at the Public Evening Navigation School in the Ferry Building, San Francisco, last Monday evening. The course has been shortened and made as practical as possible. No tuition is charged, the student being required to furnish text book only.

The War Department has authorized the survey of the Willamette and Columbia rivers from Portland to the sea, with a view of widening and deepening the channel. Colonel Zinn of the United States Engineers corps will have charge of the work. It may be possible the channel will be deepened to 35 feet and widened to 600 feet. The present depth and width are respectively 30 and 300 feet.

San Francisco Harbor authorities have been notified by the commandant of the Twelfth Naval District that the barracks and headquarters used by the port naval guard on pier 7 will be retained after April 1, the date set for the termination of the lease. It is said the Navy Department plans to use the barracks to care for the guards stationed at the Union plant of the Bethlehem Steel Corporation and possibly also for the crews of the torpedo boats.

The enemy alien inspection detail of the Navy, headed by Lieutenant-Commander Randall Rogers, has been discontinued, and the future investigations on the ships and the San Francisco water front will hereafter be exclusively in the hands of the customs officials. This was announced during the past week when Rogers and Lieutenant Plunkett, the only remaining members of the detail, reported for ship duty at the Ferry building office of the Navy.

Captain A. Carlson, of the steam schooner "Yellowstone," declares the Coos bay bar is badly shoaled with sand washed in from the south spit by the winter storms. Captain Carlson said, also, that in one or two places the channel has been narrowed notably, and navigators are obliged to hug the old jetty closely for safety. The bar, although there are occasional days when it should be smooth, breaks almost constantly, according to Captain Carlson, owing to the shoals.

The bark "Aryan," which burned at sea December 24, 300 miles west of Chatham Island, lost a cargo destined for San Francisco worth approximately $500,000, according to advices just received by the marine department of the San Francisco Chamber of Commerce. The vessel, which was owned by L. A. Pedersen of this city, was not insured. Captain Larsen and thirteen men landed on Chatham Island, but no trace ever has been found of the other eight members of the crew, so far as local shipping men know.

A libel action instituted by the Great Western Power Company against the Western Fuel Company and the Nippon Yusen Kaisha for $24,940.50 damages has been filed in the United States District Court at San Francisco. The plaintiffs declare that the liner "Kanagawa," owned by the Nippon Yusen Kaisha, and the barge James Nesmith, permitted their anchors to drag across the power cables of the Western Fuel Company from pier 18 to the Alameda side of the bay. The cable, it is alleged, was damaged to the extent of the sum demanded.

Addition of two steamers to the present fleet of the South American Pacific Line, operating between Seattle, San Francisco, San Pedro and Colombia, Ecuador, Peru and Chile, was announced by Bjarne Lindvig, general agent of the line at San Francisco. The steamers are the "Regulus" of 7000 tons and the "Rex," 2200 tons. The "Regulus" is now in the transatlantic trade for the Shipping Board, while the "Rex" has been but recently completed in a Stockholm plant. The steamers now on the company's runs are the "Baja California," "Sinaloa" and "Governor Forbes."

The handicaps of steel shipbuilding in British Columbia were summarized in a recent issue of the Journal on the authority of a Canadian official report. That British Columbia offers advantages, however, is attested by the fact that Yarrow & Co., Ltd., intend gradually to diminish their output from their works at Scotstoun on the Clyde and increase their works on Vancouver Island, which have so far chiefly dealt with ship repairing. The Yarrow plant is situated at Esquimalt and covers an area of 8 acres. It has constructed small work for India and marine engines for both the Emergency Fleet Corporation and the Imperial Munitions Board.

Freight tonnage of 1,375,822 tons was handled at the Sacramento, Cal., municipal wharves during the calendar year of 1918, according to the report filed by Harbor Master W. I. McQuillan. Stern-wheel steamers handled 1,081,367 tons; gasoline steamers, 14,095 tons; gasoline towboats, 9615 tons; gasoline launches, 3298 tons, and barges, 267,447 tons. The belt line railroad running parallel to the warehouses along the river front handled 8852 cars during the year. The steamer "Fort Sutter" is the largest boat plying regularly on the river and runs between Sacramento and San Francisco. She displaces 801 tons. There are a number of 600 and 700 ton steamers plying the stream.

Shipwrecked and abandoned on the Lower California coast, and for sixty-six days subsisting on turtle meat and such fish as they were able to catch with crude equipment, was the story related at San Diego by two members of the wrecked power schooner "Louise." The "Louise" was one of a fleet of four vessels purchased from Thomas Crowley by the Mexican Government for lighthouse service along the west Mexican coast. The "Louise" came to grief south of Magdalena bay, while another craft of the fleet, the "Cleopatra," was wrecked in Scammell's lagoon, south of Ensenada. Bustamente and Avalos made their way to Turtle bay, where they encountered a Japanese fishing boat that brought them to San Diego.

Although the Humboldt Steamship Company, a concern engaged in the Seattle Skagway Alaskan trade for twenty years, has sold its Humboldt built steamer "Humboldt" to James Jerome of San Francisco, it is strongly rumored the company does not intend to go out of business and even now is looking about for a larger and even better vessel than the "Humboldt," in order to resume in the Alaskan service. Such a vessel, it is said, must be of steel, with modern passenger accommodations. It is indicated that if a purchase is made, it will be on the Atlantic coast. Further rumor, from a source considered reliable, has it that the Humboldt Steamship Company is increasing its capital and may soon own a fleet of vessels operating on the Pacific Coast.

The Key Route ferry "San Jose" was destroyed by fire as she lay in her berth at the Oakland mole on March 23. Smoke was seen pouring from the boat by Chris. Petersen, watchman, who turned in the alarm. Within ten minutes the boat was enveloped in flames. A general alarm was sent out and fire boats from San Francisco responded. The United States Navy tug "Vigilant" from Goat Island helped the fire boats tow the "San Jose" into the stream. The Key Route ferry service was tied up for forty minutes. There was no loss of life, as the "San Jose" was not in commission at that hour, but the property loss is serious. A volunteer fire brigade of employes fought the flames from each side of the slip until the ferry boat was towed into the stream. For a time the fire threatened to destroy the pier. As a precautionary measure more than fifty cars of the Key Route system, lined up on the tracks, were driven off the pier. The "San Jose" was built by Thomas Dickie in Alameda in 1903 at a cost of $275,000. She was the oldest in point of service on the Key Route run. Officers of the company stated that the replacement value of the boat at the present cost of material and labor is $400,000.

Pacific Coast shipbuilders have held conferences with Emergency Fleet Corporation officials to protest against the wholesale concellations of building contracts. It is reported that a way will be found of changing the specifications of earlier contracts so as to avoid cancellations necessitating scrapping of sound material. Thus, the Northwest Steel Co. had ten boats cancelled, but two were reinstated, making a total cancellation of eight. The G. M. Standifer Corp. had five cancellations out of 15 contracts, though material is on the ground or on the way for completing a total of 13 boats. The Columbia River Shipbuilding Corp., which had 8 cancellations, had two reinstatements, while the Albina Engine & Machine Works has obtained two reinstatements out of 4 cancellations. The wood shipbuilders of the Oregon district have not fared so well. Of 126 wooden vessels originally placed by the Emergency Fleet Corporation, less 26 recently cancelled, 88 have been launched and 38 remain to be floated. There have been 38 completed ships formally delivered, and 88 remain to be turned over, though many of them have been finished so far as builders are concerned. Changes ordered are responsible for the delay. Of the 38 hulls on the ways, several are to be converted into schooners or barquentines, if found practicable. Some of the ships yet on the building berths are so far along that to change them into sailers—especially those of the Ferris design—is held to be a poor plan, and only the last ones started offer opportunity for conversion into ships to carry a sufficient spread of canvas.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor. California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MARCH 26, 1919.

A SHAM BATTLE.

A terrific and seemingly merciless battle of words has been raging for months past between the two principal evening papers of San Francisco, the Call and the Bulletin.

No method of attack has been too mean to gain a point. All printable cuss words have been used and re-used, and every evil motive has been attributed to the other fellow in the fight.

Suddenly, however, these two self-styled gladiators for human rights have found a common ground.

Upon one single issue they do agree!

Both have published soul-stirring editorials in furtherance of the same noble cause—the right of the small boy to sell and deliver newspapers before school and after school, and in fact any time to suit the convenience of these two great moral engines!

Talk about the venal press!

Well, nothing has ever happened that could better illustrate the cheerful willingness of "great" newspaper editors to surrender promptly and abjectly every principle of reform when their own interests are affected.

Child labor, they concede, is bad, vicious, intolerable, etc., in all cases except where it is helpful in their own busness, i. e., when it fattens their own purse. In that event child labor is performing a glorious and noble function and all those interfering with the commercial exploitation of the little boys who peddle papers are meddlesome agitators who ought to be deported for trying to meddle with legitimate business!

No wonder there is a growing demand among the American people for real newspapers, free and unhampered by selfish private interests! No wonder cynicism is rampant—because thinking persons who read and try to digest the editorials in the daily press find it more and more difficult to retain ideals or hopes for a greater and better world.

So, here's success to the new daily about to be established at Minneapolis by the organized farmers and workers of Minnesota. If that paper can be made a success then there is no good reason why other sections of the United States should not follow the example of Minnesota. At present, about the only remaining "free" press is the Labor press. And it should be distinctly understood that this assertion is not intended to cover those labor papers owned by private parties and conducted "for profit only."

THE COST OF POWDER.

What the war has done for the manufacturers of shot and shell may be gathered from the following news item in a recent issue of the New York Times:

The stock of E. I. du Pont de Nemours Powder Company, the predecessor of the E. I. du Pont de Nemours & Co., sold during the early months of the war at $125 per share. The share of debenture stock and two shares of common stock of E. I. du Pont de Nemours & Co., which were exchanged for the former security, are worth in to-day's market (December 31, 1918) $593, or an increase in value of 374 per cent. In the meantime (1915-1918) the total dividends on the common stock of the E. I. du Pont de Nemours & Co. have amounted to 458 per cent. on the par value of the original stock. It is difficult to imagine a more satisfactory financial result.

Yes, "it is difficult to imagine a more satisfactory financial result" for the Powder Trust. But it is still more difficult to understand why self-governing people have permitted this sort of profiteering.

That the issues involved in the private manufacture of arms, munitions, etc., are clearly understood by the organized workers is evidenced by the adoption of the following resolution (introduced by the editor of the JOURNAL) at the American Federation of Labor convention in 1914:

WHEREAS, One of the main causes for the maintenance of large military nad naval establishments, and which is a standing menace to peace between nations, is to be found in the fact that patent rights on and the manufacture of arms, munitions and implements of war are in the hands of international combinations of capitalists, who sell their products indiscriminately to the governments of the world and promote the sale of such products by arousing and encouraging feelings of national prejudice and jealousy and by employing the press and the officers of the army and navy to produce periodical war scares in different countries; and

WHEREAS, This menace to international peace can be eliminated and the ultimate disarmament promoted by having the Government manufacture its own equipment and articles used for war purposes; therefore, be it

RESOLVED, By the American Federation of Labor, in Thirty-fourth Annual Convention assembled, that all patent rights for arms, munitions and other equipment to be used for war purposes should be acquired by the Government, and all such equipment should be manufactured in Government establishments.

Surely, the lessons taught by the war should go a long way to carry into effect the aims and purposes of this resolution.

As long as we must have a shot and shell industry—and present indications are to the effect that it will be a long, long time—private interests should not be permitted to reap 458 per cent. in dividends on the investment in such industry. And this apart from the fact that it is not compatible with national interest or the interest of humanity to foster any private industry which, in the very nature of things, will always longingly look forward to the next war.

WAGES AND HOURS "BY LAW."

The value of economic power, as against legislative action in the adjustment of wage rates is strikingly shown by a survey of the District of Columbia by the Department of Labor.

Wages paid in Government departments, union and non-union establishments are included. It is found that the Government pays the lowest wages, non-union establishments pay more and union establishments pay the highest.

The following figures illustrate the value of trade-union action as regards wages:

Blacksmiths — Government, minimum $200, maximum $1000; non-union establishments, minimum $1565; union establishments, minimum $1670, maximum $1716.

Carpenters—Government, minimum $720, maximum $1565; non-union establishments, minimum $1095, maximum $1878; union establishments, minimum $1716, maximum $2002.

Electricians—Government, minimum $720, maximum $1500; non-union establishments, minimum $1252, maximum $2080; union establishments, minimum $1718, maximum $2288.

Machinists—Government, minimum $840, maximum $1800; non-union establishments, minimum $1252, maximum $1817; union establishments, minimum $1602, maximum $1716.

Plumbers—Government, minimum $720, maximum $1565; non-union establishments, minimum $936, maximum $1486; union establishments, minimum $1716, maximum $2288.

The doubtful advantage of attempting to regulate the length of the working day "by law" has been brought to public attention by the curious attitude of the present California Legislature.

Several years ago the California Legislature enacted an eight-hour law for women. Now, it appears, the laundry proprietors of Los Angeles find it to their advantage to work their employes nine hours per day in weeks having holidays. They presented their case to the Assembly (the lower house of the Legislature) of the great State of California and that body, despite the vigorous protest of the organized laundry workers throughout the State, has voted to comply with the request of the Los Angeles laundry owners. Fortunately, the organized laundry workers are well able to maintain their eight-hour day by virtue of collective bargaining and trade agreements. Moreover, the reactionary amendment has little chance of passage in the more progressive State Senate, but this incident clearly illustrates that the shorter workday established "by law" can be lengthened "by law" without the consent of the workers.

Those trade-unionists who want to regulate the length of the working day and establish wage schedules "by law" should find ample food for serious reflection in the foregoing facts and figures.

USES OF THE BOYCOTT.

After all the abuse heaped upon that good old-fashioned weapon of the labor unions, the boycott, international in scope, is to be used by the proposed League of Nations to stop war and check aggression. Article 12 provides that where a dispute can not be settled by diplomacy, war shall not be resorted to until after the case is referred to arbitration or a recommendation is made by the league's executive council. It is further agreed that war shall not be waged against a member of the league that has complied with the arbitration award or with the recommendation.

Provision for the international boycott is contained in Article 16, which reads as follows:

Should any of the high contracting parties break or disregard its covenants under Article 12, it shall thereby, ipso facto, be deemed to have committed an act of war against all the other members of the league, which hereby undertake immediately to subject it to the severance of all trade or financial relations, the prohibition of all intercourse between their nationals and nationals of the covenant-breaking state, and the prevention of all financial, commercial or personal intercourse between the nationals of the covenant-breaking state and the nationals of any other state, whether a member of the league or not.

All of which seems quite proper and eminently fair.

However, let the labor unions attempt to boycott some notorious exploiter of child labor and, lo and behold, some injunction judge can always be depended upon to issue

a restraining order commanding Tom, Dick and Harry to cease from advertising the peculiar virtues of the aforesaid exploiter.

Everything, it seems, depends upon precedence and custom. For custom is a tyrant which ever made a slave of reason.

MILITARY TRAINING.

The American Union Against Militarism reports that after three years of compulsory military training for all boys under eighteen years of age—whether in school or not—New York State seems ready to abandon the unprofitable experiment. Governor-elect Smith has appointed a "Reconstruction Commission" with authority fully to investigate the compulsory military training system installed under the Welsh-Slater Acts and to see whether some other sort of training, like vocational training, might not be substituted for it. That Commission has been holding sessions, hearing witnesses and is reported to be ready to recommend that vocational training be substituted for military training.

Among the complaints made against the system was that the secondary schools were losing students,—parents preferring to send their boys outside the State where their studies would not be interrupted by military drill; the hardships inflicted upon the boys, some of whom had to go ten or twelve miles, at their own expense, to attend the weekly drills; the fact that in some communities the only buildings large enough for indoor drill were attached to saloons; that the number of "truants" was so large that the State authorities could not round them up; and that the value of the physical training was small compared with what might be secured in more direct physical training.

The American Union Against Militarism, which strenuously fought the enactment of the Welsh-Slater Acts, is filing before the various State legislatures, like Pennsylvania and Missouri, briefs showing the results of the New York experiment. The Union, which has permanent headquarters in the Westory building, Washington, D. C., has endorsed the system established in England under the new Educational Act by which physical training is provided for both boys and girls, beginning in the grades and extending through the secondary schools and colleges without the military features which the "jingoes" want to fasten upon the American schools.

The attention of the JOURNAL'S readers is especially directed to the article on page 9 under the caption "The Vindication of Nolan." "Persecution" is entirely too mild a word to use in connection with the Nolan-Mooney case. Some day, however, justice will prevail. The vindication of Ed. Nolan is only the forerunner of similar events in the life of Mooney and Billings, both of whom are now serving a life sentence. In the meantime, it behooves us to give aid and comfort to those who have carried the brunt of the fight for justice. Let us ever remember the old adage: "God helps the sailor but he must row." If it were not for the valiant battle put up in the beginning by a few loyal friends four men and one woman would by this time, most likely, have been railroaded to the gallows.

THE FUTURE OF THE WORLD.

A Discourse on the Probable Future Rule of the Proletariat and the Question of "Might vs. Right."

The following is the larger part of an article by Prof. F. G. Nicolai, of Berlin University, originally published in "Politiken" (Copenhagen) on December 1, and translated for the New York Nation. As the result of his criticism of his fellow-scholars for their attitude in defending the war, Prof. Nicolai was interned early in the war in Gaudenz Fortress, where he wrote "Die Biologie des Krieges," recently published in translation in the United States. A year ago he made his escape to Denmark by aeroplane.

To the question, what is the future of the world?, a man can give three answers: He can say what he knows, or at least what he believes, about the future; he can say what he hopes; and finally he can say what he fears. . . . The modern world possesses possibilities of a common life in freedom and fraternity. There is always a prospect that the world will achieve what it can achieve. This applies to states as it applies to individuals.

A new freedom and a new fraternity are in the world. But, unfortunately, as August Comte once pointed out, the new times have taken over a heritage from the old. Just now the most convinced adherents of the new era are trying to establish justice with the help of the old weapons of force. The sovereignty of force of individual states is to be strengthened by means of a world organization, and the excess of power of individual persons is to be limited by a progressive socialization. It has been forgotten that it was in order to establish justice between states that this cruel war was begun. And now in order to establish a system of justice, the proletariat is arming itself in the belief that it will realize its dreams by means of a dictatorship of force.

State agglomerations are in reality purely accidental combinations which have attained their importance only by the power of suggestion after centuries of propaganda. As an instance of this it will be recalled that early in the war all Germans declared that the cession of Alsace-Lorraine was a matter that could not even be discussed; to-day no importance at all is attached to the question. Does not that indicate with all necessary clearness that people, as so often happens, have confused the unessential with the essential? I was not, therefore, wrong when in 1914 I described the world war as a war of cannons against cannons. It was nothing else.

But now is beginning a much more serious struggle—the struggle as to what the individual has a right to possess. In this game is staked the whole of our former culture; for every one of us, even the most convinced communist, is intimately concerned with the question of the right to private property. The struggle, therefore, no longer involves indifferent questions of prestige; it involves deeply human principles.

This serious struggle, like all others, should be fought out only by means of intellectual weapons. The misfortune is that the struggle has begun at a moment when all the nations of the earth stand under arms. As a result, the danger arises that dead weapons will once more gain a victory over ideas. For this the former rulers must bear a large share of the responsibility; for it is no accident that developments have taken this course. In 1795 the Imperial Court of Vienna, fearing the threatening predominance of France, asked Berlin if it would not be well as a precaution to introduce universal service. The Prussian Government rejected the suggestion with the argument that such an armed power might develop into a peril to the existing order. Ten years later, however, Prussia was obliged to reconcile herself to the idea of raising a national army; and in the course of the following hundred years the national vanity of the masses increased so greatly that the Government, now free from fear or suspicion, was able to put the whole nation under arms. To-day people are awakening from that century-long dream; to-day universal service is avenging itself in a way that its creators could hardly have foreseen. The people, who formerly merely forged (and paid for) arms, have become accustomed to using them; and now, when nationalistic tendencies have disappeared, they will use them in their own way. The people have learned to understand the armed man's superiority over the unarmed. Formerly the masses stood against power. To-day the masses are united with power. That this struggle for the socialization of society will continue; that it will spread to all men and all nations in ever-widening, irresistible circles—so much I believe I know about the future.

What I hope is that a healthy and understanding idealism will awaken in the nations, and with it the conviction that a struggle of force will not in the end lead to the goal; because mass dictatorship will at last lead to individual dictatorship. It is quite true that Robespierre's ideas of freedom also influenced Napoleon; but nevertheless Napoleon was a roundabout road to freedom. The nations, I

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 24, 1919.
Regular weekly meeting came to order at 7 p. m., Ed Andersen presiding. Secretary reported shipping good.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., March 17, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., March 17, 1919.
Shipping fair; prospects good.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 17, 1919.
No meeting. Shipping and prospects uncertain.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, March 17, 1919.
Shipping dull.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 17, 1919.
No meeting. Few men around; shipping fair.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, March 17, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, March 17, 1919.
Shipping fair.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 10, 1919.
Shipping poor; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 20, 1919.
No meeting. No quorum. Shipping medium. Plenty of men ashore.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, March 13, 1919.
Shipping improving.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 12, 1919.
No meeting. Shipping fair; few men ashore.

JOE MACK, Agent.

613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

John J. Dunba, No. 913, a native of Massachusetts, age 62. Died at San Francisco, Cal., March 1, 1919.

Thomas Olsen, No. 642, a native of Norway, age 63. Died at Port Townsend, Wash., March 23, 1919.

Recently published annual reports of Japanese steamship companies continue to show extraordinary rates of profit. Thus the Osaka Shosen Kaisha shows for the half year ending December 31, 1918, a gross profit of Y51,340,000. Of this total insurance fund absorbs Y2,191,000; repairs, Y3,400,000; depreciation of fleet, Y1,781,006; special depreciation for new steamers, Y16,006,600, and war taxation, Y3,470,000, leaving a net profit, including Y1,085,000 brought forward, of Y25,577,000. The sum of Y1,228,000 is placed to reserve and Y613,000 to bonus for directors and auditors; Y3,000,000 is added to the fund for adjustment of value of steamers; Y2,000,000 each to the business extension, dividend equalization and pensions funds; Y1,000,000 to new building account, leaving Y2,527,000 to be carried forward after paying a dividend of 60 per cent.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Unemployment is rapidly increasing. Strikes have tied up the port of New York and the electric railway traffic in 141 towns and cities in northern New Jersey.

Railway managers and stockholders are in a panic because the entire body of employes in that industry are demanding higher wages.

Meanwhile the United States Employment service has run out of funds, and has cut down its force to only 20 per cent. of what it has maintained. Seven hundred employment offices in all parts of the country will be closed immediately unless local interests raise funds to keep them going until Congress appropriates money for them.

But Congress is out of session. The President refuses to call Congress until he returns from France. Nobody dares predict that date to arrive sooner than June.

And suppose Congress does meet in June; will it pass the appropriation for the Employment Service at once, and pass other legislation that will in any way take from the shoulders of the labor movement everywhere the burden of fighting for the right to work and the right to something better than a subsistence wage for a day's work?

The New York World, which has never been a pro-labor paper, says this in an editorial today:

"Congress is no longer representative of the American people. It does not realize that anything has happened in the world, and probably cannot be made to realize it."

That remark was not made with relation to labor issues, but merely as a taunt at the Republican majority in the new House, which has come under a completely reactionary leadership, as shown by the selections made for chairmen of the various standing committees. The Longworth-Gillett element, which is fighting the Jim Mann machine, is equally devoted to the big business interests, and equally innocent of any desire to advance the cause of industrial democracy in the United States.

But something is happening in the world, as the New York World suggests, that ought to wake up these politicians. It is the return of the fighting men of all countries to their homes. Most of these fighting men are hunting jobs—better jobs than they had before they went to war. Cruel fighting is going on in half a dozen parts of Europe to-day because there is hunger and desperation, and because jobs are few. In Germany the Ebert government is able to put down the Spartacan outbreaks, but it cannot stop the strikes except by promising to establish national ownership and labor-council operation of the chief industries. In Finland, with 60,000 trade unionists in exile and another 50,000 in prison, and with at least 15,000 of the leaders of the union and co-operative and Socialist movement executed or starved to death in prison camps, the parliamentary elections have just brought back a solid working-class majority—a peaceful revolution.

The State Department yesterday announced that the new Finnish parliament would meet on April 1, and that the Socialists, who will be in the majority, will demand full amnesty and restored suffrage to all "Reds," the disarmament of the White Guards, establishment of the eight-hour working day, and less stringent military law. The "Reds" are the trade union and co-operative membership, who made up the Red Guard army which was crushed by imperial German and White Guard armies a year ago. Now, under the guns of their oppressors, the workers of Finland have voted themselves back into power. The effect of this example elsewhere in Europe cannot be estimated at once.

Right here in America there is going forward a struggle almost as daring, and just as necessary, as was this peaceful revolt of the Finnish workers. It is the fight of the United Textile Workers of America to organize the Southern cotton mills and the few mills in the North and East that remain under the curse of the old terrorist conditions. The organization has sent broadcast over the country an appeal for funds for this campaign. At the head of one leaflet is a photograph of a group of striking mill hands—most of them children with stooped shoulders, deep-lined faces and in bare feet—who are making this struggle for the eight-hour day against the organized millionaires who own and run the mills.

Thirty thousand textile workers were locked out at Columbus, Ga., and other points, on Feb. 4, because they asked for the eight-hour day. Ninety-eight per cent. of the textile workers, especially those in the South, according to the statement of the union, are always within one week of the bread line. The prevailing hours in the Southern mills are sixty per week. The mill barons in many towns announce that they will keep their plants shut down until the workers surrender through hunger.

"Industrial autocracy, long hours of labor, low wages and bad housing conditions," says the strike appeal, "breed Bolshevism more quickly than anything else."

Director Densmore of the United States Employment Service, believes that the neglect of the unemployment problem is quite as serious a peril in the United States to-day as the reactionary employer. In his plea to local labor and business interests to keep open the employment offices which the Government has this week abandoned he says:

"The work of assisting soldiers, sailors, and war workers to suitable employment must be continued at all costs. . . It is the misery caused by widespread unemployment that breeds social unrest and disturbance and gives the agitator an opening."

Mr. Densmore is probably unduly alarmed about agitators. Talk with international union officers in the office building of the American Federation of Labor and you cannot find any anxiety worth mention, about agitators in the movement. What they are trying to overcome is the lack of agreement among the actively discontented members of their unions. The Seattle strike, for example, which the Secretary of Labor was hoodwinked by the Seattle employers into denouncing, is now known to have been a purely trade union affair, which has won the enthusiastic praise of labor officials at headquarters, and which has put a fighting spirit into smaller groups of labor men and women throughout the East. The word brought back by War Labor Board agents from New England and the upper Mississippi valley and the Southwest is that "The boys aren't scared at the word 'Bolshevik' when the newspapers fire it at 'em for proposing a strike. They've taken one good look at this new Congress and decided that 1919 is a fine year for trade union expansion."

Predictions as to the action of conventions of the American Federation of Labor are always rash. A few weeks ago it seemed that the issue of the Labor Party would create the biggest scrap when the delegates assemble at Atlantic City in June. Just now it is the Mooney strike that is getting attention among delegates-elect. Later on it may be the international situation—the League of Nations and its attitude toward working-class revolutionary governments.

But there is one topic that is going to draw that convention together and hold it together against the organized private wealth of the United States, and that is the railroad employes' bill for Government ownership and democratic operation of the railroads. The bill is now being drafted. It follows the general plan, which Glenn E. Plumb, attorney for the operative brotherhoods, presented to the Senate committee more than a month ago. It is the answer of the American labor movement to Burlesonism. It provides that the workers in the industry themselves, through the direct selection of one-third of the operating board and through indirect veto upon the Government's one-third of that board, shall control the railroad industry. Everyone is for it—the man who has always opposed political action alike with the man who has always stood for a Socialist program. Both sides claim that it is their own plan for handling the industries in the future. The only fellow who is opposing it is the one who stands to lose a cushioned job with no work attached.

Another subject for harmonious action in the big convention will be the preparations for the meeting, in Washington, next October, of the first international labor conference to be called by the labor commission created by the supreme council of the Allies at Paris. This conference will be apparently a conference of labor spokesmen selected as the result of the agreement for a League of Nations. If it be made up only of men chosen by the diplomats and premiers now in Paris, of course it will not amount to much except as an irritant to the French, British, Italian and Belgian labor movements. But if it be democratically chosen, then it will bring to the United States the real leaders of the organized wage workers of the Allied and neutral countries—the men in whose hands lies the destiny of the new Europe. We shall be able to hear and see the future parliamentary leaders, the future premiers, the future masters of the great industries of these countries. The educational value, both to the labor movement and to the general public, of such a gathering in the United States, will be beyond reckoning.

However, we need not become too grateful to the diplomats until we find just who is to name the delegates. We remember that last June the British goverment forbade Margaret Bonfield to come to the convention at Saint Paul. Last week the British government refused to let an American labor attorney cross the ocean on an American passport. In view of the absolute certainty that Ireland's freedom and independence will be debated at the A. F. of L. convention in June, let's not be too sure of what may be permitted by Premier Lloyd George in October. You couldn't expect him to consent to expose the minds

of honest American workingmen to the dangerous pro-Irish and pro-Russian views of the leaders of the British or French or Italian or Belgian labor movements if he could prevent it.

Meantime, Postmaster Burleson refuses to resign. Dave Lewis, the labor man who was supposed to be director of the wire service, secretly resigned two months ago, because Burleson betrayed the union agreement policy and began prosecuting the union men and women in the service. Thousands of resolutions demanding Burleson's dismissal by the President have reached here. But Burleson hangs on.

THE VINDICATION OF NOLAN.

The JOURNAL'S editorial and news columns have from time to time presented the facts in the persecution of Nolan, Mooney, et al.

In keeping with this policy there is reprinted herewith a striking human interest story written by Elenore Meherin, of the Call staff, on the dismissal during the current month, of the last murder charges pending against Edward D. Nolan, now President of the San Francisco Machinists' Union:

* * *

There was a box of crystals found in the basement and a tin of white flour—

For this a man was hustled out of his home at midnight, branded a murderer, thrown into solitary confinement, and, contrary to the law of the land, denied the advice of counsel. For nine months he was kept in jail without a trial. For twenty months he was held as an accomplice of one of the most vicious crimes in history.

Not in Germany, nor in darkest Russia, but in San Francisco, the man went forth free the other day. The police stated that there was not sufficient evidence even to warrant a trial.

Edward D. Nolan, one of the four men accused of perpetrating the preparedness parade bomb outrages, was held twenty months, his home was searched and his wife intimidated—because there was a box of Epsom salts in the basement and a tin of flour used by his children in pasting a kite!

The dismissal of the last of the eight charges is a sweeping indictment of the whole Mooney trial. Even the fury of the prosecution could not convert salt and flour into dynamite. The hour has passed, the bell has rung throughout the world when any man can call another "Bolsheviki," "anarchist," "pro-German," and thereupon, without fact or proof, push him and his family to destruction.

Nolan's family, perhaps, suffered more than he did in the persecution which came to an end recently. A man, a woman and two little children were the victims in this scapegoat theory of justice.

The man sat in the cozy, artistic living room of his little home the other evening and, without trace of bitterness, reviewed the circumstances of his arrest. The woman, who is still but a girl, slim in figure, ardent in speech, shook her head and, for a long time, would not even speak of her part in the brutalities of that haggard night.

Eight men had blustered into her room. Among them were Martin Swanson, Mike Burke, Barney Riehl, Peter Hughes, James Brennan and Ed Cunha. The children were in bed, but the noise awakened the boy and he heard and sat up in his bed, terror-stricken at the fearful fate which seemed to overhang his father. Nolan was at a machinists' meeting, where he had gone to submit a report from the Baltimore convention.

"They came about half past eleven," Mrs. Nolan said at last. "They started to pry about the house, opening cupboards and pulling little bottles out of the medicine chest. 'Every one else has confessed; you might just as well kick in,' they said. 'Make a clean breast of it.' They acted like foolish schoolboys and talked in high-pitched, nervous voices.

"I laughed at them. 'What are you driving at?' I asked. 'It's all Greek to me.' This made Brennan angry, and he thundered out, 'Well, it won't be Greek for long. It won't be Greek, but a rope, when we hang your husband.'

"No, they didn't terrify me. Would it terrify you?" Mrs. Nolan is not the hysterical type to be browbeaten to tears or hysteria. "But I knew it would alarm the children. They were making such a noise. They kept on saying the same things over again. They kept walking back and forth and shaking their fists at me and telling me to confess. Then Ed came home and they took him away. They never told us what he was charged with or mentioned the bomb. They stayed at the house until 2 o'clock. They left. 'Go to bed and get some rest and then come down to the district attorney and own up,' they advised.

"For nearly a week I was not allowed to see my husband, or even to know what had become of him. Then the district attorney's office told me to come down and I could see him. When I got there they took me into a room and four of them fired questions at me. 'What were those crystals in the basement?' Brennan asked. 'Saltpetre, eh? And that plaster of paris? Now, listen here, Mrs. Nolan, you might as well tell us when and how he made the bomb.'

"Again and again they told me they would hang my husband. They seemed to delight in the repetition. And when I laughed, Brennan cried out, 'Yes, you've been making bombs yourself for the last six months.' That was too absurd, and I laughed again."

Absurd it seemed in the presence of the clear-eyed, intelligent wife—the level-headed, far-seeing labor leader.

Both Mrs. Nolan and her husband are well poised and quiet in manner. There is nothing "red" in their viewpoint. Nolan is the last person whom one would suspect of fanaticism. He is a thinker and has a surprising gift of natural eloquence. His influence over his fellow-workers is undisputed. This probably made him a dangerous man, one ready to step into the breach made by the arrest of Mooney.

"I have never believed that the world could be reformed from without," Nolan said. "Petty violence does not bring permanent improvement. It is but a means of awakening interest in a grievous situation. We must work from the mind out. We must improve the understanding of men. We must make them ready through education for the better world to come. Only a crazy zealot or an insane man could have hurled the bomb that took the lives of ten people and maimed scores of others."

The arrest and terrible days that followed it took a heavy toll from Mrs. Nolan. It was she who worked from morning till night, running down every clew, collecting dozens of pictures and yards of film which were later used in the trial. It was she who, with Mrs. Belle Hammerberg, sister of Mrs. Rena Mooney, scoured the city and Oakland and Berkeley to refute the charges brought against her husband.

It was they who spoke before the laboring classes in every walk of life, bringing champions to the cause. Never in those nine months was there an hour of peace or rest. Then when her mission was accomplished and Nolan released from jail in the Hall of Justice, she collapsed, broken in health, but not in spirit.

"If we could forget it, but we cannot," earnest brown eyes looked straight ahead, troubled, but fearless. "You can have no idea of the terrible effect of which their father's imprisonment made on the children. The boy is 10 and the girl 6. They do understand, and the boy actually suffers every time the name of Tom Mooney is mentioned. He does not want to be connected with the case. But we cannot dismiss it."

"It is bigger than our interest," Nolan said. "It is as big as the interest of freedom and the nation. Just now San Francisco wants a semi-crooked administration which pays due tribute to influence, money and politics. But that day has a short tenure."

That day still maintains its power. The prosecution, whose aim was conviction, not justice, yesterday admitted the collapse of its case.

Perhaps the new day will bring also Free Justice—justice which looks both ways and is willing to defend as well as to prosecute—justice which seeks all the facts and asks not conviction, but truth.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

THE COST OF LIVING.

The cost of living has increased 75 per cent. in five years. The man earning $4.00 a day in 1914 could buy with his wages as much bread and meat—as much clothing and housing accommodations—as can the man who now receives $7.00 a day. The man whose wages have not increased to that extent has suffered a reduction in real wages.

Part of this increase in the cost of everything arises from restricted production and stimulated demand, and is legitimate. Twenty million men who in 1914 were engaged in producing food, making clothes, building houses and doing other useful work, have since been engaged in destroying things and have consumed more food and clothing than when they were employed in peaceful occupations. Other armies of men and women have been transferred from the production of useful things to the production of munitions, guns and other war supplies. The diversion of so much labor to the war industries and the consumption of such vast quantities of materials for war purposes have made it impossible to produce enough food and other necessities for everybody. Those who have money have bid in the limited supply and prices have risen higher and higher.

But this accounts only in part for the increase in prices. The corporations controlling the supply of food and clothing and other necessaries have taken advantage of these conditions and have extorted exorbitant profits. The report of the United Fruit Company (which controls the banana market) shows profits for the year 1918 of twenty million dollars, or within a fraction of 40 per cent. upon its outstanding stock. In 1917 the company paid its stock-holders 26.72 per cent. and in the two years preceding they received dividends equal to 66.44 per cent. of their holdings. In the last four years the Company has made over 100 per cent. profits. And, mind you, these profits are based upon the capitalization—not upon the actual investment. In all probability less than 50c in cash was paid in on each dollar's worth of stock issued and on which we pay dividends.

And the reports of the Packing Trust, the Leather Trust, the Woolen Trust, the Milling Trust and a score of other monopolies tell the same story. As far as the consuming public is concerned the regulation of prices has proven a farce. The only solution of this problem is public ownership. The only monopolies that should be tolerated in a democracy are monopolies owned and operated by the people for the people. —The Painter and Decorator.

CO-OPERATION IN GERMANY.

Voluntary Co-operation, and not State Socialism, is to be the basis on which the present Ebert Government of Germany will nationalize industries. Shortly after the Weimar assembly a Commission on Socialization was appointed to draw up a plan whereby industry was to be brought under popular control. This body, says the Wolff News Bureau, has finally, after a careful study of conditions, come to the conclusion that the most practical and democratic method will be that on which the Co-operative Movement carries on its productive enterprise.

Undoubtedly the Commission has been strongly influenced by the situation in Russia, where the Soviet Government, though strongly in favor of Syndicalist theories so far as manufacturing is concerned, has become largely dependent on the Moscow Union of Consumers' Co-operative Societies, which has taken up some of the most important productive industries on the invitation of the Soviet.

As in all the other belligerent countries, the German Co-operative organization thrived and developed during the war, and is well prepared to form the nucleus for the industrial system of the new Govenment. In 1914 the general membership of the societies affiliated with the Hamburg Wholesale Society stood at about 1,700,000 heads of families. Since then the number has risen to considerably over 2,000,000 heads of families, or about 10,000,000 individuals. Many societies, however, were not affiliated with the federation, so that the actual number of Co-operators in Germany is considerably larger.

REFORMS IN SWEDEN.

The Swedish Parliament on December 18 adopted, with the concurrence of all the parties except the Socialists of the extreme Left, a draft of Constitutional reforms prepared by a special Parliamentary commission. Under the present system Sweden has had a Lower House democratically elected and an Upper House elected by provisional assemblies, themselves chosen on a property basis. Payers of direct taxes, men or women, have the right to cast from one to forty votes for these assemblies according to taxable income. Corporations as well as individuals have votes, and plural voting is allowed. The two chambers of Parliament are constitutionally equal; assent of both is necessary to legislation and all questions come up simultaneously for discussion in both houses. Budgetary questions are finally decided by a majority vote, both houses voting together. The new system, introducing democratic methods, will probably result in a large increase of liberal and radical members in both Houses. In local, provincial, and Parliamentary elections alike it provides for universal suffrage for men and women twenty-three years of age and over without regard to taxes paid, and abolishes plural voting and the votes of corporations. The Upper House is still to be chosen by the provincial assemblies, but these are henceforth themselves to rest on a democratic basis. The electorate of the Lower House is increased not only by the enfranchisement of women but by an addition of about twenty per cent. to the present electorate in the shape of persons now excluded as receiving poor relief or on account of unpaid taxes.

The employer of child labor who reads his Bible probably regards with regret the assurance of the Savior that the Kingdom of Heaven is composed mainly of children, since he can not hope to start a factory or in any other way "invest capital" there.

The penchant for child labor displayed by employers in the South seems to indicate the need of a new definition of chivalry, as applied to employers of that section.

WORLD'S MERCHANT SHIPPING.

(Continued from Page 2.)

Belgium's war losses amounted to 99,000 tons, or 25 per cent. of her total fleet.

Brazil lost through war risk about 8 per cent. of her merchant fleet (25,000 tons).

Austria lost 393,000 tons of vessels during the war. These losses were due chiefly to seizures and capture by enemy countries, and constituted 37 per cent. of Austria's pre-war merchant marine.

The total steam merchant fleet of 100 gross tons and over under the German flag on June 30, 1914, amounted to 2,159 vessels of 5,291,000 tons. It was the second largest merchant navy in the world. Less than one-half of the German fleet of 1914 remained in German hands at the close of the war. According to the best information available 1,507,000 tons were in trade or in ports of Germany, Austria, and Turkey. The location of 334,000 tons was unknown. No doubt the major part of this was in German hands. Vessels aggregating 738,000 tons were laid up in neutral ports, and so far as can be ascertained, were still the property of German citizens at the close of hostilities. The outside estimate of 1914 tonnage in possession of Germany at the close of the war would not exceed 2,580,000. Germany's losses during the war were exceedingly heavy. About 2,111,000 tons (steamers of 100 gross tons and over) were captured or seized by countries at war with Germany. Seventy-nine steamers of 187,000 tons are reported lost through enemy action. Germany's losses through marine risk during the war cannot have been very heavy inasmuch as few German ships ventured upon the high seas during this period. Germany's losses from this source and other sources not mentioned above were probably about 400,000 tons, making Germany's total losses during the war of tonnage which was in existence in 1914 about 2,712,000.

Germany's fleet at the close of hostilities consisted, therefore, of 2,580,000 tons of 1914 tonnage which she still owned, plus about 740,000 tons which were built during the war making a total of about 3,320,000 tons.

The Labor Situation.

The labor situation throughout the world is vibrant. Experience of earlier generations has taught us not to expect a completely noiseless turning back of the war machinery to the uses of peace. Men who have labored under great strain yield their attention more readily to the agitator. The agitators abound. The blight of Bolshevism has been thrown out so that the winds of the earth might waft it everywhere to sap the good strength of humanity. We may count ourselves fortunate that the disruptive forces have gained no more headway. The tendency to disorganization has penetrated the labor unions themselves, notably in England, where strikes have been called without the sanction of the selected leaders.

The sober common sense of mankind is asserting itself, however, as we found at Seattle, wherever the undesirables seek to arrogate power. The most optimistic student of the labor situation today, however, must realize that it is a time for alert appreciation of new conditions and new necessities. Men in responsible places must be awake to the new voices that may be heard nor cling too long to outworn shibboleths. The matter is at the heart of national prosperity in whatever phase you view it. It is not saying too much to assert that the handling of the labor situation in any nation you may choose will determine that nation's success in shipbuilding and ship operating as well as in every other material department of her life.

The labor situation in England is peculiarly illuminating and I deem it expedient to include herein a few notes I made upon the situation while I was there. Strikes and threats of strikes have affected the shipyard areas. Stoppages of work have occurred at the Belfast, London, and Clyde shipyards.

At Belfast, shipyard and engineering workers, and municipal employes in the tramway, gas and electricity services, have been on strike, the demand being for a 44-hour week. The strikers numbered 40,000, about 60,000 other work-people having been thrown into idleness by the paralysis of industry following the withdrawal of light and motive power.

At London, ship repairers (engineers, shipwrights and carpenters, etc.) to the number of 10,000 have been on strike, the demand being for an advance of 15s per week in wages.

There have also been local and partial strikes among shipyard men on the Northeast Coast, dock workers in Manchester, electrical engineering workers in Edinburgh and shipbuilding and engineering workers in Leith.

Most violent of all the demonstrations that have so far taken place has been the action of the shipyard and engineering workers in the Clyde district. The men involved numbered something like 100,000, and they demanded a forty-hour week with no reduction in wages. A strong effort was made by the shipyard workers to have the municipal employes join them. Many of the strikes which have so far occurred had one very important feature in common: none of them were authorized by the governing bodies of the trades unions affected, and in

some cases they were emphatically repudiated by the trades unions executives.

The Future of Our Seamen.

The future is bright for those Americans who would follow the profession of the sea. My observations abroad convince me that there are no adequate reasons why America should recede from the very high standards of wages and conditions of life she has adopted for her seamen. Here in America there exists an idea that our seamen's wages are incomparably higher than in any other nation. The thought is widely propagated that these rates of pay for the labor of the men who operate our ships render it impossible for us to enter profitably into competition with the other great maritime nations, notably England. It is high time that the public mind were disabused of this misconception. I have obtained the facts regarding seamen's pay both in England and France. The facts will dismay those persons who are agitating for a lower wage scale on American ships. The data in my possession indicates indeed that the wage qustion is not an overshadowing one for those concerned with the future of our merchant marine. We are paying our seamen $75 a month. That fact is well known and frequently commented upon. England during the war paid her seamen $72 a month. That fact is not so well known. The British ships are manned by Englishmen to-day. So much has been said regarding the cheap Eastern labor that makes it possible for British ships to operate at great profit, that I deem it wise that you should know that practically every maritime nation of the earth has now turned toward the conclusion that it is better to operate their own ships with the labor of their own citizens. The war has witnessed a great falling off of the foreign labor employed under maritime flags. It is my conviction that the future will witness a development of this tendency along lines more and more nationalistic. Of course abolition of cheap Eastern labor and higher wages went hand in hand.

The French and Dutch also are paying high wages to their merchant crews. In Sweden the seamen's wage scale is even higher than in the United States. It is true indeed that Greece, with her comparatively small merchant marine, pays lowers wages, but that is not a matter of very great importance in determining the future policies of a merchant navy as large and powerful as that of England or America.

There is scarcely more reason for predicting a return of old and low wage scales among European seamen than of a reduction of American standards. Seamen of the world are well organized in whatever country you may choose for an example. They have behind them a long history of privation, of constant danger and of a rigid and tyrannical discipline. They have shared recently in the humanitarian benefits of a new civilization. They will never go back to the old order. No forward-looking man would ask it. No one who understands the force and power and value of the men who labor on merchant ships can expect it for a moment. It is true that a part of the wage paid by the European nations as well as by America consisted of war bonuses. It is problematical, however, how far the halting of hostilities will reduce war wages. The cost of living has not yet gone down for these men who performed such valiant service upon the seas. England has continued her war bonus as a wage increase.

Wages form but a part of the issue of the seamen's standards. Their conditions of living aboard ship and the recognition of their rights as citizens even upon the seas overshadow the wage question. A high and advanced position has been assumed by the Congress in recognition of the rights and prerogatives of seamen. The Shipping Board on its part has endeavored to provide quarters for merchant crews which are fit places for Americans to live in. The seamen of other nations I found during my stay abroad are intent upon obtaining the same treatment aboard ship.

The seamen's problem is a part of the great labor problem being deal with, in so far as general principles may be applied, by the commission on international labor legislation appointed by the Peace Conference at Paris. I have the honor to be associated with this Commission as a representative of the United States. Since my return to the United States the Associated Press dispatches have announced the acceptance by this Commission of two principles: (a) prohibition of labor by children under 16 years of age, and (b) uniformity of seamen's wages. No official statement has yet amplified this press announcement, but the reported action of the Commission reveals the importance universally attached to the seamen's problem in this day when so many great nations are acutely awake to the vital bearing of sea commerce upon their destiny.

The Facts on Operating Costs.

An investigation as extensive as conditions permit is being made into operating costs We are endeavoring to assemble all available data from which to obtain general ideas for the development of our maritime policy. One thing that stands out is the difference of opinion as to the importance of labor costs in ship operation. This element is only 10 per cent. of the cost of operation.

The cost of operating vessels, involves, in addition to the question of initial capital investment, the following points: (1) Wages of officers and men, (2) Insurance of the hull and machinery, (3) Bunkers and stores, (4) Harbor charges, fees, etc., (5) Maintenance and repairs. There are two methods of attacking the problem of operating costs; one is to gather data on the separate component costs and formulate these into hypothetical total cost figures; the other is to get the total cost figure from the ship operators themselves and analyze it into the component costs. Each method has its advantages and disadvantages, and lines are being thrown out in both directions in the hope that the results of each will serve to supplement the results of the other.

Data relating to the wages of officers and men are on hand, but it remains to be learned what are the number of officers and men carried by vessels of different types on different routes. There is no uniformity among the nations in this respect. The British navigation laws merely say that a vessel shall be "properly manned." The enforcement of this indefinite standard is in the hands of the surveyors employed by the Board of Trade, and the size of the crew actually carried on a given vessel is determined largely by the previous practice in that regard. Thus each vessel constitutes a law unto itself, and a proper knowledge of the subject will require an inquiry into the records of a great number of ship operators.

THE FUTURE OF THE WORLD.

(Continued from Page 7.)

hope, will realize that freedom and equality are not to be attained by relying upon mere brutal force; but that they are to be attained by the carrying on of a class struggle such as the proletariat used to carry on, that is, by disseminating the new ideas for the recreation of society by means of agitation and discussion.

What I fear is that the proletariat, in the delirium of victory, will commit the same blunders as the former rulers; that, incited by the first brilliant results, it will forget the lesson of the war that the sword is a foolish support, and that it will set to work to make world history with machine-guns, as the Bolsheviki are already attempting in certain countries. . . .

Concerning the practical consequences of this, I must add a few words. To carry on politics means to foresee the future correctly and adapt oneself accordingly. Once it is realized that a struggle for the world's socialization has begun, and that it must continue to the bitter end, then it becomes the duty of the capable and far-seeing man not to let himself be misled by any personal advantage of the former world order, but to do his best to seize time by the forelock and to act as necessity commands.

In countries where revolution is already raging that is not possible. During a revolution the holders of power always make the mistake of bowing to the inevitable so late that no one will believe that the concessions are voluntary. Scheidemann was called too late to a Ministerial post; the Kaiser abdicated too late; Haase should have come sooner, and so should the proclamation of the republic. It was also a mistake that Liebknecht was not put in a responsible position. When, in view of his undoubted popularity, I demanded this a month ago, even the radicals thought the plan too radical, but now most of them will admit that this method of providing for the future was the right one, for in a responsible position Liebknecht would undoubtedly have acted differently and with more circumspection than he is acting now. In countries in a state of revolution it is impossible to make concessions, because there is nothing more to concede. It is the people who then rule and act. . . .

But in the rest of the world something may yet be done. If any country—even the smallest—in recognition of the inevitable, took measures in generous manner for the new ordering and re-creation of society, that country would not only spare itself a violent revolution, it would also render the whole world an inestimable service. If once the proletariat saw that a social revolution could take place without bloodshed and military dictatorship, no man thereafter would be foolish enough to resort to such methods. A peaceful revolution, even in an out-of-the-way corner of the world, may be able to save the world. For it must be clear to every thinking man that what is now coming will threaten the world's higher culture more seriously than even a four-years' war. I believe that a peaceful revolution can take place, but it must take place immediately; to-morrow will probably be too late. . . .

Thanks to its political foresight, England has so far escaped revolutions; and this country (Denmark) has also recently been in advance of its time and has decided on wide-reaching reforms. But I do not believe any longer in reforms. Revolution must come; not the revolution which is put through by force, but ordered revolution fought with spiritual weapons.

The world can be saved if even one nation understands the message of the time. Is there such a nation? . . .

During the whole of the terrible world war I have been an optimist in this regard, but now I have become a pessimist. The domination of the individual is not dangerous; the individual can always be overcome. It is only the domination of the masses which no one can overthrow.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

John F. White, foreman in a shoe factory at North Abington, Mass., has been found guilty on 10 of 16 counts charging him with extortion of money from workers as payment for retaining their positions.

Judge Haus of the West Chicago avenue police station court has discharged union barbers who were picketing a non-union shop. The court held that the unionists have a right to picket. The union has secured agreements with other employers and both parties have set up mediation machinery to adjust future disputes.

The utter lack of adequate means of guarding the life and health of mothers at childbirth has led to the strikingly high maternal death rate found in a recent survey of a lowland cotton-raising county and of an inaccessible mountain county of North Carolina, says a recent report of the Children's Bureau of the Department of Labor.

For the first time in the history of Nova Scotia, coal miners and operators have met in conference and signed an agreement. The eight-hour day is established with the same 10-hour wage. As a result of the conference the Amalgamated Mine Workers of Nova Scotia has been merged with the bona fide United Mine Workers of America, and the check-off system established. Mediation machinery has been set up to adjust disputes.

After several weeks of investigation and discussion the Visalia, Cal., Teachers' Federation has voted to join the American Federation of Teachers, affiliated with the A. F. of L. In favoring this action the committee's report said: "In the event of its organization as a trade union, any assertion of the collective will of the teaching body of Visalia will receive readier and more attentive public consideration than has been the case under other circumstances."

In opposing a wage increase for judges of the New York court of appeals, State Senator Graves, of Buffalo, said: "We want more humanity in our justice. The courts to-day are loaded with men, 90 per cent. of whom could not earn outside what they are now paid by the State. In many instances they are lacking in that social sense, that human touch, that makes jurisprudence what it ought to be. They have not enough human sympathy. As long as the temper of the courts remains what it is to-day, I am opposed to increasing salaries."

Science threatens to junk the cossack system, which is being urged by large employing interests throughout the country. The cossacks were first established in Pennsylvania, but according to a statement by Colonel Roy Bacon in an address before the Pittsburgh Chamber of Commerce, the cossacks are doomed. Colonel Bacon is director of the Mellon institute, and recently returned from France, where he has been perfecting various gases for the United States Government. The Colonel expressed the oinion that tear gas in the future will be used in dispersing what he termed "striking mobs." This gas, he said, will replace clubs and revolvers. He says one drop of the gas would be sufficient to kill from 20 to 30 men.

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Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

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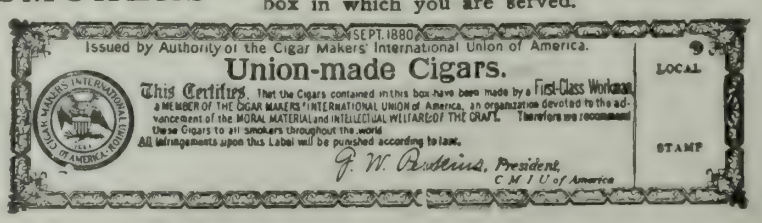

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INFORMATION WANTED.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

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Anderson, Albert	Kulik, John
Anderson, C.	Laatzen, Hugo
Ahren, Wm. J.	Lackey, C.
Backman, Peter W.	Larsen, C. J.
Bjork, Rudolf -2206	Larsen, Carl C.
Bohm, Franz	Larsen, Hans
Brandt, Arvid	Miller, Harry
Brandt, L. J.	Mikkelsen, Harry
Buckley, Edw. A.	Mattsen, S. H.
Carlson, Carl G.	Murphy, Francis Leo
Christensen, H. P.	Muller, Robt. R. O.
Christensen, Einar	Nordman, Alek
Clifford, Patrick	Nielsen, Jens
Danielsen, Eric	Nilsen, Chas.
Dahl, Ludwig J.	Nogat, E. G.
Doehring, Otto	Nelson, A. S.
Eikland, Ole	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Olsen, Kristian
Guthrie, V. A.	Pope, Herbert
Geiger, Joe	Powell, H. A.
Graaf, John D.	Paulsson, Herman
Haikka, T.	Peterson, Frank A.
Kangasniumi, E.	Petersen, Anton -1675
Henriksen, Henrik G. V.	Petter, G.
Hoffmeister, M. A.	Rensmand, Robert
Harding, Ellis	Ruisgaard, Soren
Hartman, Fritz	Richter, N.
Henricksen, Christian G.	Rosenblad, B.
Halligan, Thomas	Siebert, Gust
Hauschild, B.	Sprog, John M.
Johansson, Charles -2407	Swanson, Fread
Johnson, Karl	Swanson, Ernest
Jorgenson, Earl	Swenson, C. E.
Jensen, H. T.	Tonnisen, P.
Johansen, Johan	Thompson, Walter S.
Johnson, Emil P.	Thoresen, Ingwald
Jespersen, Martin	Tuhkanen, Johan J.
Johnson, C. A.	Westengren, C. W.
Kase, A.	Willing, Wm.
Kristensen, Wm.	Wikstrom, Carl
Kelly, Wm.	Wold, Frank

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

Physical Department

(By Dr. Wellsman.)

Cleaning the System of Poisons.

Life is not merely to live, but to live well, eat well, digest well, work well, sleep well and finally—and to some people most essentially—to look well. What a glorious condition to attain, and yet how very easy it is if one will only adopt the morning inside bath.

Folks who are accustomed to feel dull and heavy when they arise, splitting headache, stuffy from a cold, foul breath, nasty tongue, acid stomach, can, instead, feel as fresh as a daisy by opening the sluices of the system each morning and flushing out the whole of the internal poisonous stagnant matter.

A glass of hot water each morning with one-half laxcarin tablet with it, before breakfast, keeps us looking and feeling fit.

Everyone, whether ailing, sick, or well, should, each morning before breakfast, drink a glass of real hot water, and take one-half or one whole laxcarin with it, to wash from the stomach, liver, kidneys and bowels the previous day's indigestible waste, sour bile and poisonous toxins; thus cleansing, sweetening and purifying the entire alimentary canal before putting more food into the stomach. The action of hot water and laxcarin is wonderfully invigorating. It cleans out all the sour fermentations, gases, waste and acidity and gives one a splendid appetate for breakfast. While enjoying your breakfast the hot water and the laxcarin is quietly extracting a large volume of water from the blood and getting ready for a thorough flushing of all the inside organs.

The millions of people who are bothered with constipation, biliousness, stomach trouble, rheumatism; others who have sallow skins, blood disorders and sickly complexions are urged to get a box of laxcarin, which costs almost nothing, or if desired six boxes which in the majority of cases is enough for the whole treatment, is sufficient to make anyone a pronounced crank on the subject of internal sanitation.

Laxcarin is sold by the Laxcarin Products Co. Price per box, one dollar. Full treatment, six boxes, five dollars. Will be sent postpaid upon receipt of cash, money orders or stamps. Substitutes must be refused. Department E-99, Pittsburgh, Pa.

Advt.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell. Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

When making purchases from our advertisers, always mention The Seamen's Journal.

Home News

More than 160,000 aliens have been naturalized in the army since the declaration of war. The Bureau of Naturalization estimates that 200,000 will be naturalized when all the returns are in.

From $18,000,000 to $23,000,000 will be available in the State of New York this year for highway construction; the work is to begin at once and be pushed for the purpose of reducing serious unemployment.

Homer S. Cummings of Connecticut has been unanimously elected chairman of the Democratic National Committee to succeed Vance E. McCormick, recently resigned. At the same time the committee decided on complete Democratic reorganization for a militant campaign in 1920.

Representative Ben Johnson of Kentucky, chairman of the special House committee which investigated the alleged political activities of the National Securities League, in his report reviewed the testimony heard by the committee, and declared that the league had violated the Corrupt Practice Act. No action was taken on it.

The net profits of the American Locomotive Company for the last six months of 1918 were $8,244,352, an increase of $2,234,343 over the corresponding period of 1917. On the first of the present year unfilled orders amounted to $54,517,373, and since that date orders approximating $4,200,000 have been received from Canada, South Africa and Argentine.

A great tide of emigration out of the United States of aliens, is reported. In the last few months 5500 permits to leave this country have been granted by the emigration officials in Boston and its sub-stations alone. Of the 4000 aliens passed from Boston proper approximately 2500 are Italians. The officials are refusing permits to very few aliens wishing to return to their native country.

The newly formed Inter-Racial Council, in New York, of which Coleman du Pont is chairman, has issued a statement setting forth the objects of the Council and announcing that it indorses a bill to be presented to Congress proposing that persons of foreign birth and native illiterates be educated and asking an appropriation of $12,500,000 for that purpose. Charles E. Hughes and Lindley M. Garrison were among the organizers.

Members of the Legislature of North Dakota, State officials and citizens generally united recently in a celebration of the signature by Governor Lynn J. Frazier of a number of the State's program measures advocated by the organized farmers and city workers of the State and adopted by the Legislature. Among the bills signed was one creating an industrial commission to have charge of the State industries and the operation of the various State institutions; a bill providing for the establishment and operation of the Bank of North Dakota, which is looked upon as the bulwark to strengthen and back the State-owned institutions while getting started; a bill to provide for the establishment and operation of the North Dakota Home Builders' Association, giving the people of the State an opportunity to build and own their homes in the city or on the farm; the bill to create the North Dakota Mill and Elevator Association, and several others apparently as important.

Domestic and Naval

The London Evening News understands that the surrendered U-boats will soon be broken up and sold as scrap iron. Plans for their disposal are now being considered by the British Admiralty.

It is announced that in view of the general shipping situation and the need for repatriating the various expeditionary forces and their dependents, little or no shipping will be available for emigrant traffic before next autumn at the earliest.

The British steamship "Capelcourt," ex "Hermia," 2,050 tons gross, 1,305 net, carries about 3,500 tons d.w., built at Port Glasgow in 1903, steams about 9 knots, and owned by Capel & Co. (Newcastle & Hull), Ltd., Newcastle, has been sold to the Town Line (London), Ltd., for £67,000.

The Cunard Line has issued the following statement of the American troops carried by its steamers to Europe: "Aquitania," 47,867; "Mauretania," 33,277; "Carmania," 28,135; "Caronia," 21,902; "Orduna," 13,448; "Saxonia," 12,319; "Panonia," 4,173; other steamers, 285,198; total, 446,819.

We hear that concrete barges built for New York harbor service have given little satisfaction owing to cracks developing in the concrete each time the barges touch bottom, a not infrequent occurrence in these waters. No more of these barges will be built after present contracts have been carried out, it is understood.

The manipulation of the International Mercantile Marine company's stock by a group if insiders, has become a scandal, says the New York World. This paper states that "Wall street has been hoping that a congressional investigation might bring out some highly interesting facts in connection with the manipulation of the stock."

Of the merchant vessels being built in the United Kingdom at the end of December, 335 of 1,593,283 tons are under the inspection of the surveyor of Lloyd's Register with a view to classification by the Society. Of the steel steamers building in Allied and Neutral countries at the end of December, 527 of 2,230,617 tons—or 60.62 per cent. of the tonnage—are intended for classification with Lloyd's Register.

According to advices from Cleveland the first lake-built concrete ship has been launched at that port by the Liberty Shipbuilding & Transportation Co. The new craft, which was christened "Concrete Car Float No. 1," is one of six car ferry barges building for New York harbor. She is 265 feet long, 38 feet beam and 12 feet deep. She will have three tracks on deck and a capacity for 18 cars. The barges will cost about $80,000 each.

Captain Louis Nicol has replaced Major Pierre Laporte, who left recently for France at the head of the Shipping Department of the French High Commission, 65 Broadway. Up to Jan. 1, 100 per cent. of the shipping from the United States to France was controlled by the French High Commission, either as direct Government shipments or by way of priority privileges. Now the space so controlled amounts to from 66 2-3 per cent to 75 per cent and is gradually decreasing.

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Adams, A.
Adock, John
Adolfsen, John
Aeburg, Max
Ahokas, I.
Akerman, V.
Albert, John
Alder, L.
Alne, G.
Amnell, A.
Amundsen, A.
Andersen, A.—2031
Andersen, Adolf
Andersen, C. Frank
Andersen, E. B. -2114
Anderson, O. -1118
Anderson, A. -1189
Anderson, E. -1358
Anderson, Erik
Anderson, Gust
Anderson, John
Baardsen, T. F.
Ballah, Lee
Barlow, Rob.
Benson, Helge
Berg, Harold
Berg, Siegfrid
Bjellard, E.
Blackwood, S.
Carlsen, Peter
Carlson, Martin
Carlson, E. -1769
Carlson, C. S.
Carlson, G. R. -776
Carlson, H.
Carlsson, J. -1763
Castelein, F.
Catechi, C. V.
Chalmers, James
Chilcott, Geo.
Christensen, A. J. P.
Dahl, Louis J.
Dahlgren, W. A.
Dahlquist, F.
Dahlstrom, Arthur
Danielsen, Erik
Danielsen, L. M. -583
Darrak, Kenneth
Darwick, Th.
Edmann, O. -557
Egan, J.
Engstrom, Ben
Engstrom, Carl
Enstrom, Chas.
Ericsson, C. L. E.
Eriksen, Ole
Fagerberg, Ivan
Fagerly, O.
Fahlesson, Emil
Falck, Axel
Fahnke, Richar
Gabrielsen, Elling
Gallagher, W. J.
Garcia, O.
Gasch, Billy
Gerner, Hans
Gibson, W.
Gjesdal, Elling
Golden, R. L.
Green, Lawrence
Hackensmith, R. C.
Hagen, G.
Hakala, J.
Hallen, Victor
Halvorsen, Erling
Halvorsen, Hans
Halvorsen, O. -1672
Hansen, Adolf
Hansen, H. H.
Hansen, Carl
Hansen, Hans M.
Hansen, Hartw.
Hansen, Hauger
Hansen, M. -968
Hansen, W. -1969
Hanson, Ray L.
Hansson, J. -2059
Hansson, Harald
Hardman, L. L.
Hartog, J.
Heavssler, A. K.
Hemy, Feodor
Hendrickson, Fulton
Jacobson, John
Jansson, Frederick
Jensen, Antton
Jensen, H. -1555
Jensen, Niels
Jewel, Albion
Jensen, Emanuel
Anderson, Nils F.
Anderson, Otto
Anderson, R. P.
Andersson, G. F.
Andersson, O. L.
Andersson, Gustaf
Andersson, C. J. -2185
Andreasen, H. -1477
Andresen, Almar
Anguiano. Rest.
Antonsen, Arthur
Appleton, George
Aris, John
Aronis, J. D.
Arvidson, Nels
Arvidson, H.
Asberg, Chas.
Augustine, A.
Augustine, Herman
Augustson, A. H.
Auslitz, J.
Austin, Thomas
Blindheim, A.
Blixt, Gustav
Borgen, Arne
Brander, Billy
Braumiller, Carl
Bugel, Joh.
Bye, Alf
Christensen, C. D.
Christensen, F. R.
Christensen, H. C.
Christensen, Oskar
Christensen, O. H.
Clausen, Lewis
Cochrane, Rob.
Colimo, Pete
Conradtsen, K.
Cornelius, L.
Cowden, Len
Crane, H.
Delange, Ingf.
De Rady, Henry
Derrick, H.
Deswert, William
Devenay, Edw.
Deur, Leo Le
Dudley, Will
Dwyer, E. J.
Eriksson, Gustaf
Eriksen, Guttorm
Erikson, J. E.
Ertman, E.
Evensen, Martin
Evensen, Alex
Everett, W. J.
Fingberg, A.
Fjellman G.
Foss, L.
Freeman, Sven
Fryxell, N. W.
Gregg, Oliv.
Grinfield, Chas.
Grover, Perry
Gulfelt, A.
Gundersen, Andreas
Gunderson, E. -1032
Gustafsen, A.
Gustafson, G. B.
Hartwig, W.
Haynes, R.
Hederstom, T.
Heis, J. S.
Hellman, H. W.
Henriksen, W.
Hermansen, L.
Hernes, Claes.
Hetland, Halvor
Hickey, John
Hingren, J. H.
Hobbs, Frank
Hocking, W. P.
Hoffman, E. K.
Holm, Nils W.
Holman, William
Holssik, Knut
Hovde, Michal
Hubertz, Emil
Isaksen, Kristen
Isakson, F.
Johanson, A. E.
Johanson, Fred
Johansson, Algot
Johnson, Leonard
Johnson, Matt
Johnson, Norman
Johnson, Olof
Johnstone, J.
Jensen, Gustav
Jensen, H. -2425
Johannessen, Karl
Johanson, A. H.
Johnston, Ed.
Kahl, W. E.
Kallberg, Arvid
Karlgren, Gust
Karlsson, August
Karman, Wm. B.
Katchorin, Jacob
Kennedy, J. R.
Kinkham, Goe
Kjellberg, A. C.
Kjellson, Axel
Klink, A.
Laine, John
Lanqworthy, E. C.
Larsen, Ing.
Larsen, K.
Larsen, Alf
Larsen, Arthur
Larsen, Finwald
Larson, L. H.
Larson, Albin
Larsson, Carl S.
Larsson, Herbert
Laugesen, C.
Leal, Cirilo
Lerch, Chas.
Lewis, Harry S.
Lewis, Owen J.
Liisberg, P.
Lindblad, F. G.
Madsen, T. L.
Madsen, Jack
Madsen, W.
Mahler, Hans
Martin, John B.
Martinsen, Thomas
Mathiesen, L.
Maymsen, H. R.
Mazel, Emil
McDonald, H. C.
McLeod, John
Nannestad, A.
Neauman, John H.
Nelsen, Rangval
Nelson, Phillip
Nelson, Ernest
Nelson, Herman
Ness, E.
Neuman, John
Newton, A.
Nickolsen, L.
Nielsen, H. J.
Olaisen, O. B.
Olausen, K.
Olausen, Louis
Olsen, Charley
Olsen, Hans
Olsen, N. -1372
Olsen, John -1222
Olsen, O. -1325
Olson, Albert
Olson, Edw.
Palm, T. L.
Pedersen, Peter
Pedersen, Otto
Pedersen, E.
Pedersen, Eysten
Pedersen, J. A.
Pedersen, Karl J.
Pederson, Torvald
Pendlebury, T.
Jones, E.
Jorgensen, H.—2458
Jorgensen, H. J.
Jorgenson, Jorgen
Korbee, H. J.
Knoppf, F.
Knoph, J. O.
Knoph, Lewis
Koppel, C.
Koppel, John
Kost, J. D.
Kristensen, Kristoff
Krogseth, S.
Kjarstad, Elias
Kulik, Peter
Lindblad, Gust.
Lindekrantz, F.
Lindgvist, Chas.
Link, A. -731
Linsner, P. K.
Loberg, B.
Loughrey, C. W.
Lugar, Jack
Lund, Axel
Lund, Frank
Lund, John
Lund, Olai
Lund, Victor
Lundberg, K. K.
Lundberg, Oskar
Lundberg, Th.
Ljungren, J. A.
Mehlin, A.
Miller, R. E.
Miller, W. J.
Miller, Winford
Moldver, S.
Moller, G. H.
Moore, J. M.
Moore, M. H.
Morris, O. R.
Morrison, Phillip
Mortensen, -2191
Nielsen, Johannes
Nilsen, Carl
Nilsson, Reinholdt
Nilsson, A. -1176
Nord, K.
Nordstrom, E.
Nielsen, H. P. R.
Nielsen, -1314
Nordkvist, K. E.
Nunes, C.
Nurmi, W.
Oldow, Stanley
Olson, C. G. -1101
Olson, G. -562
Olson, Adolf
Olson, Axel
Olson, Ole E. C.
Olson, Peter
Olsson, Waldemar
Oosten, B.
Oseberg, Ansgar
Peterson, Frank
Petersen, Geo.
Peterson, M.
Petersen, O. -1595
Petersen, V. -1949
Petter, G.
Pettersen, Harry
Pettibone, G. R.
Petsakos, J.
Perdock, H.
Perks, Fred
Persell, Geo.
Ramstad, A.
Rattenberg, John
Reed, E. W.
Remers, Frank
Renvall, A.
Revheim, Oscar
Ringdal, Karl
Sahlin, Nils
Salli, R.
Sandberg, M. A.
Sandquist, W.
Sassi, W.
Saunders, D. A.
Saunders, O.
Savage, R.
Scholts, T.
Scholtz, W. J.
Schumpf, John
Schwencke, C.
Seiffert, John
Seike, Earl
Selin, B.
Skoberg, A.
Skoog, P. A.
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Slippere, K. F.
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Teodorsen, T.
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Thorsen, Fred
Torgerson, Torger
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Van Der Graaf, J.
Van Vleet, F. B.
Vera, Oscar
Waage, S.
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Wagner, R. H.
Wally, Michael
Walters, H. R.
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Ward, Joe
Watson, E.
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Weiss, W.
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Powell, Patrick
Prestegaard, W.
Rockover, M.
Rohman, Geo.
Ross, Geo.
Ross, Rudolph
Ruckmich, Anton
Ryan, T. J.
Sorensen, N. -2117
Sorensen, S. P.
Sorensen, Enewald
Sorensen, L. G.
Sowdon, J. W.
Steffensen, Hans
Stewland, J. K.
Stinessen, H.
Stout, Rob.
Strand, Alf.
Strom, K.
Stromblad, Olaf
Svendsen, Albert
Svensen, Geo.
Svensson, John
Swanson, J. -2907
Swanson, L. R.
Swanson, Sigr.
Sweeney, D.
Syversen, Ansgar
Torjusen, G. -41
Torrance, Jon
Tovey, Albt.
Turning, Einar
Turnquist, N. N.
Tweeddale, L. A.
Tysk, J. H.
Vessberg, E. H.
Vihavainen, Geo.
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Hobbs, F.
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Long, C.
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Monroe, A. J.
Nelson, A. -1092
Olesen, Chas.
Olsen, H.
Olsen, Ole
Olson, Knut
Paal, K.
Peterson, Knut
Ryger, H. W.

INFORMATION WANTED.

Albert H. Roberts, a member of the Sailors' Union of the Pacific, last heard of in Callao, Peru, April, 1918. Anyone knowing his whereabouts will please notify Mrs. John Jordan, 1815 Twelfth avenue, Seattle, Wash.

H. Lincoln and Joseph E. Reed, who were seamen on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., or boatswain John Wallin, U. S. Marine Hospital, San Francisco. 1-8-19

Phone Kearny 5361

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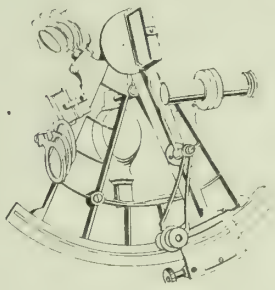
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News from Abroad

A new political party, "the Independence Association," has recently been formed in Porto Rico to agitate for the complete separation of the island from the control of the United States. The official organ of the party is La Correspondencia.

A Dutch newspaper learns from Essen that a contract has been made to deliver 100,000 tons of German shipbuilding material to Holland, at prices considerably lower than the last war prices, but, nevertheless, higher than the prices now current in Germany.

Much interest has been aroused in France by the announcement that the trial of Raoul Villain, who assassinated Jean-Louis Jaures on August 1, 1914, has been finally set for March 24. At that date Villain will have already been under "preventive detention" for four years and eight months.

The British Shipping Controller has intimated that, in the present circumstances, he can no longer ask for any relaxation of load line rules on certain voyages on the ground of war emergencies. In the circumstances, the Board of Trade have decided to withdraw the concessions which they have already made in the matter.

It is reported from London that despite the terms of the armistice the Germans are giving no help in helping to locate mines in the North Sea. As to when the North Sea will be definitely cleared of the mine peril there are various estimates, but the most optimistic do not name a shorter period than 12 months. The mines are destroyed when found, and there is no attempt to salve them. Their power for evil is very long lived, probably four or five years is the very shortest period in which any could become innocuous, and those laid early in the war are quite good to-day.

The question of the status of the Monroe Doctrine under the provisions of the league of nations is being actively discussed in the press of Brazil. The adoption of an all-inclusive international statute would, according to a considerable body of opinion, render useless the present method of protecting the sovereignty of the South American republics, which implies a special grouping of interests incompatible with the idea and spirit of the league. The contrary view, that the league of nations will serve simply to fortify the authority of the Monroe Doctrine, has had a certain amount of support.

Although it is obviously impossible as yet to secure trustworthy data in regard to book production in Germany during the past year, the statistics for 1917 have recently appeared in a French periodical, Le Droit d'Auteur. They show a total of about 15,000 titles for the year—as against 22,000 in 1916 and 35,000 in 1913. In comparing these figures with those for this country and Great Britain, it should be borne in mind that they include pamphlets and other ephemeral publications which American and British publishers do not count as "books." Nevertheless, considering the conditions that have prevailed, the showing is a most remarkable one. It is interesting to note that of the 278 foreign works translated and published in Germany during 1917, sixty-one are of English and fifty-five of French origin.

With the Wits

He—Don't act the fool! She—There you go! You want a monopoly of everything.—New York Globe.

"Nobody at weddings ever gives the bridegroom away." "Of course not; you couldn't find anybody that mean."—Baltimore American.

First Fair One—Do you believe everything you hear?

Second Ditto—Not until I have repeated it a few times.—Boston Transcript.

"Was that a marriage of convenience?" "It seems to be. He couldn't afford an automobile, and she couldn't pay a chauffeur."—Baltimore American.

"Can you get your wife to economize?" "Sometimes. All depends on how we are going to blow the money we save."—Louisville Courier-Journal.

"What do they mean by court calendar?" "I don't understand the term." "Nor do I. I thought courts paid no attention to time."—Louisville Courier-Journal.

"I got a great deal of water in my ears," he said, as he came puffing out of the surf. "I thought the ocean looked rather low," replied his friend.—Boston Transcript.

Crawford—We're turning out tanks, and expect to do great execution with them over there.

Crabshaw—We certainly will if they get some New York taxi drivers to man them.—Life.

First Stranger—That chap in flannels paid all my wife's vacation expenses this year.

Second Stranger—Who is he?

First Stranger—My best patient. I'm his doctor.—Town Topics.

"Bedad," exclaimed Mrs. O'Flaherty, "the Oirish are blamed for everything nowadays." "Phwat's the matter now?" asked her friend. "They do be saying that it was an Oirishman gave 'em the fever—a bhoy of the name of 'Mike Robe.'"—Tit-Bits.

Mistress—Did any one call while I was out?

New Girl—Yes, mum; Mrs. Wayup called

Mistress—Did she seem disappointed when you said I was not at home?

New Girl—Well, she did look a little queer, but I told her she needn't get in a temper about it, 'cause it was really true this time.—Pearson's.

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VOL. XXXII, No. 30. SAN FRANCISCO, WEDNESDAY, APRIL 2, 1919. Whole No. 2532.

VALIDITY OF ADVANCE WAGES

Supreme Court Asked to Reconsider Decision Adverse to Seamen

The Supreme Court of the United States by a majority of "One" recently decided that Section 10 of the Seamen's Act does not forbid the payment of advance to seamen in foreign ports, on vessels bound for ports of the United States.

Herewith is the petition and argument for a rehearing of that case, prepared at the instance of the International Seamen's Union of America as per recommendation of the recent convention at Galveston.

The two vessels involved are the "Rhine" and the "Windrush," both of which are sailing ships.

To the Honorable the Chief Justice and the Associate Justices of the Supreme Court of the United States:

The petition of Paul Neilson and eight others against the sailing ship "Rhine," and of John Hardy and eight others against the barkentine "Windrush," with respect, represents:

Your petitioners believe that there is error in the majority opinion of this Court, in its construction of Section 10 of the Seamen's Act, in its applicability to American vessels while in foreign ports.

This petition is based, principaliy, upon the fact that the majority opinion of this Court, as expressed by Mr. Justice Day, is premised upon an assumed state of facts which did not exist. The statement of facts, by the reasoning of the opinion, appears to have been the major premise from which the deductions of this Court were made.

It is this, briefly: The Court assumed, as a matter of fact, as the District and Circuit Court of Appeals below had also assumed, that conditions in Buenos Ayres were such that a crew could not be obtained by the master of an American vessel unless he paid advance wages. The language of the decision of the majority opinion of this Court indicates that such erroneous assumption of fact was made, for Mr. Justice Day, in writing said opinion, stated as follows:

"It is stipulated that the shipping of seamen on sailing vessels at Buenos Ayres is controlled by certain shipping masters, to one of whom the libelants, in accordance with the usual custom and as a means of securing employment, signed a receipt or advance note for one month's wages."

Examination of the record shows that eight or nine witnesses in the Hardy case could have been hired by the master direct without the agency of the shipping master, but that, on the contrary, the master compelled them to go to the shipping master (the "Rhine" belonged to the same company).

It was stipulated in the record that the master of the ship, if he testified, would claim that he got his men by advance notes, because he could get them in no other way. But the weight of the testimony is against him on this point (see p. 11 hereof Testimony of Seamen). As a matter of fact, those familiar with conditions in foreign ports know very well that if a foreign consulate or any reputable ship master desires to obtain a crew without the agency of a crimp he can do so.

It was not anticipated at the time of briefing this case, or upon the argument, that this question of fact could possibly affect the judgment of the Court as to intention of the statute, the terms of which were definite. But since it has apparently affected the judgment of this Court, it seems necessary now that the erroneous assumption of fact upon which the Court rendered its decision should be called to its attention, especially in view of the decision of this Court in the case of Wilder v. Inter-Island Navigation Co., decided November 30, 1908, opinion by Mr. Justice Day, reported in 211 U. S., 239, enforcing literally and effectively a statute to protect wages of seamen from attachment while in a foreign jurisdiction. There was no dissenting opinion.

The facts in that case were as follows: Tullet, a seaman, was master of the "Keauhou"; execution was issued against his wages in the sum of $65 for some obligation incurred in Hawaii; the company filed an answer stating that Tullet was an American seaman in their employ and set up Section 4536 of the Revised Statutes of the United States, which is set forth in the opinion (p. 243):

"No wages due or accruing to any seaman or apprentice shall be valid in law, notwithstanding any previous sale or assignment of such wages, or of any attachment, incumbrance, or arrestment thereon; and no assignment or sale of such wages, or of salvage made prior to the accruing thereof, shall bind the party making the same, and no power of attorney or authority for the receipt of any such wages shall be irrevocable."

Mr. Justice Day, in his decision, reviewed the authorities fully, and reached the conclusion that, in spite of the fact that in Hawaii there was a local statute authorizing attachment (Chap. 135, Laws of 1905, Sec. 2118; see bottom p. 241), as follows:

"It shall be lawful for a judge or any court upon the ex parte application of such judgment creditor either before or after such oral examination and upon affidavit by the judgment creditor or his attorney stating that judgment has been recovered and that it is still unsatisfied, and to what amount, and that any other person is indebted to the judgment debtor and is within the jurisdiction, to order that all debts owing or accruing from such third person (hereinafter called the 'garnishee') to the judgment debtor, shall be attached to answer the judgment debt, and by the same or any subsequent order it may be ordered that the garnishee shall appear before the judge to show cause why he should not pay the judgment creditor the debt due from him to the judgment debtor or so much thereof as may be sufficient to satisfy the judgment debt; provided that the judge may in his discretion, refuse to interfere when from the smallness of the amount to be recovered, or of the debt sought to be attached or otherwise, the remedy sought would be worthless or vexatious."

Nevertheless, the statute of the United States must be given full and complete effect as to seamen on American vessels, citing the case of Patterson v. Bark Eudora (190 U. S., 169, 175). And, therefore, this Court gave full and complete enforcement to a statute of the United States, although it was in contradiction to the terms of a local statute in Hawaii.

In the case at bar this Court, in its majority opinion, stated (next to last paragraph):

"That American vessels might be controlled by Congressional legislation as to contracts made in foreign ports may, for the present purposes at least, be conceded."

In the Wilder case (supra), Mr. Justice Day stated (p. 248):

"Section 4547 provides for process against a vessel in case a seaman's wages are not paid, or the master does not show that the same are otherwise 'satisfied or forfeited,' and all the seamen having like cause or complaint may be joined as complainants in a single action.

"We think that these provisions, read in connection with Section 4536, necessitate the conclusion that it was intended not only to prevent the seaman from disposing of his wages by assignments or otherwise, but to preclude the right to compel a forced assignment, by garnishee or other similar process, which would interfere with the remedy in admiralty for the recovery of his wages by condemnation of the ship. These provisions would be defeated if the seaman's wages, to be recovered at the end of the voyage, could be at once seized by an execution or attachment after judgment in an action at law. The evident purpose of the Federal statutes, that the seaman shall have his remedy in admiralty, would be defeated, and the seaman, in many cases, be turned ashore with nothing in his pocket, because of judgments seizing his wages, rendered, it may be, upon improvident contracts, from which it was the design and very purpose of the admiralty law to afford him protection."

In the case at bar, the seamen earned about $48 in working the ship from Buenos Ayres to New York. They were paid $48, minus $30 paid to a crimp in Buenos Ayres, minus certain slops advanced to them by the master of the ship after they were on board, and arrived in New York with anywhere from $10 to $15 apiece.

The attention of this Court was not directed upon the argument, or in the brief filed by petitioners, to this Statute 4536, nor to the decision of this Court in the Wilder case (supra). But it would seem that the paper executed by the seamen in Buenos Ayres was an assignment of wages, which would be covered by this section as well as the section relating to advance wage, which is known as Section 10-A of the Seamen's Act.

The attention of the Court, however, was directed to Section 4517 of the United States Revised Statutes (see p. 28 of the Petitioners' Brief, October Term of this Court, No. 936-

937), which provides that seamen shipped aboard before Consul or Agent on American vessels shall be engaged in the same manner as prescribed by Section 4511 for shipment of seamen in American ports before United States Shipping Commissioner. In other words, articles of agreement shall be signed, etc.

This and Section 8371 of the Revised Statutes, relating to discharge of seamen, from which I quote the following:

"According to the general principles or usages of the maritime law as recognized in the United Stares, such officer shall discharge said seaman, and require from the master of said vessel, before such a charge shall be made, the payment of the seamen's wages which may then be due him," probably are responsible for the language of the Court above referred to, to the effect that Congress may control contracts of seamen on American vessels while in foreign ports in the absence of conflicting local mandatory statutes.

The stipulation which has given rise to the misunderstanding of the real facts in this case is found at page 6 of the record in the case of Hardy v. Windrush, third paragraph, which reads as follows: (It is to be noted that in the index, page 1, this stipulation of what the master would testify to is labeled "stipulation of facts.")

"That the master would testify shipping of seamen for sailing vessels at Buenos Ayres is controlled by shipping masters, among whom was the aforesaid Tommy Moore; that the mastr of the Barkentine 'Windrush,' if called, would testify that it would have been impossible to advance," etc.

The facts of the matter are as follows: The attorneys for the ship asked counsel for seamen to stipulate as to what the captain would testify in order to save expense, delay and to shorten the record. Believing the master would so testify in an attempt to excuse or justify his participation in the evil practice, counsel for seamen signed the stipulation, which was prepared by the attorneys for the ship.

That such facts were not assumed by the petitioners or their attorney to be the true facts in the case is indicated by the testimony of practically all of the crew, made under oath, to the effect that they applied to the master or the officers of the ship for employment before going anywhere else; that they were sent by said master or officer to the crimp. The only conclusion to be drawn from these facts is that the master and officers of the ship could hire the men if they wanted to, without the intervention of the crimp, but for some reason, not appearing in the record, the master and officers preferred to hire their crew through the crimp. The suggestion that the master might have been benefited in some way, or had some personal interest, in obtaining his crew through the crimp, who charged the seamen $25 apiece, is, of course, an obvious one.

This same error of fact, apparently, was committed by the trial court. In the first paragraph it says:

"It is stipulated that the shipping of seamen at Buenos Ayres is controlled by certain shipping masters, to one of whom libelants, in accordance with the usual custom and as a means of securing employment, signed a receipt or advance note for one month's wages" (p. 40 of Record.

The erroneous assumption of facts taken by this Court is quite natural, in view of the repetition found in the opinion of Judge Charles M. Hough, who wrote the majority opinion of the Circuit Court of Appeals (Record, p. 45).

The facts in the case are made up of a stipulation as to what the master would testify, covering two pages of the record (pp. 6-7), plus the sworn testimony of John Hardy (p. 8), John Broedker (p. 15), Paul Udson (p. 20), Arthur Goldstein (p. 24) and Texas O'Brien (p. 28) and Thomas O'Keeffe (p. 30), all in the Hardy case, and Fred Neilson (p. 32) and William Robur (p. 36) in the Windrush case.

The instant case, which was apparently decided on all fours with the decision of Judge Brown in The State of Maine, 22 Fed., 734 (1884), was overruled by Judge Veeder. In that case the Court found that following facts, as indicated by the opinion (first paragraph):

"Before doing so the captain in vain endeavored to procure a crew without making any advances of wages or paying any sailors' bills there. He was subsequently able to obtain a crew only upon providing for the payment of certain bills for board that were claimed to be due from the men there."

It is a noteworthy fact that the testimony in the instant case was taken prior to the date of the stipulation, to wit, in September and November, 1916. The stipulation as to what the master would testify to, erroneously called a stipulation of the facts in the record, was signed on March 19, 1917.

If counsel is not mistaken, this Court would perhaps have rendered a different decision as to the intention of Congress to effect advances of this sort on American ships, if it had believed that seamen could be obtained in Buenos Ayres for such ships without any disadvantage to them, without any delay, and without any extra expense.

It should be borne in mind that the shipowner is not benefited by this evil system at all. The sailor is the only one injured and harmed, because he does not get his wages. The crimp, and possibly the master, are the only ones to derive financial benefit.

Counsel respectfully begs to call the attention of this Court to the language of Justice Brewer in the case of Patterson v. Bark Eudora (190 U. S., 169, at p. 175):

"The story of the wrongs done to sailors in the larger ports, not merely of this nation but of the world, is an oft-told tale, and many have been the efforts to protect them against such wrongs. One of the most common means of doing these wrongs is the advancement of wages. Bad men lure them into haunts of vice, advance a little money to continue their dissipation, and, having thus acquired a partial control and by liquor dulled their faculties, place them on board the vessel just ready to sail and most ready to return the advances. When once on shipboard and the ship at sea the sailor is powerless and no relief is availing. It was in order to stop this evil, to protect the sailor, and not to restrict him of his liberty, that this statute was passed. And while in some cases it may operate harshly, no one can doubt that the best interests of seamen as a class are preserved by such legislation."

The question of fact is: Was it necessary that the men be engaged through the crimp at Buenos Ayres, as it was admitted that the master would testify to or claim? The point was particularly raised on the cross-examination of the witnesses, and it is shown from the testimony of the libelants that they did actually apply to the master for a job, and that he compelled them to go to the crimp in order that they might, through the crimp, be placed on the ship.

Testimony of the Seamen.

Hardy, one of the libelants, in answer to questions referring to the crimp (p. 14, fol. 22, of Record) said:

"Q. I suppose they control all the shipping in Buenos Ayres?

"A. Almost all. They don't control English ships.

"Q. Where do they get their English sailors?

"A. English Sailors' Home."

The testimony of John Broedker (p. 17, fol. 25) indicates that he never was in Moore's house at all:

"Q. Did you ever see him at Moore's house?

"A. I didn't go there."

(P. 18, fol. 26:)

"I was going on the ship, on the 'Windrush,' and we couldn't get a job on the ship; somebody told me I must go to Tommy Moore."

On page 17, folio 24, John Broedker testifies that he received an advance of $25:

"Q. Where did you sign that paper?

"A. At the Consul.

"Q. You signed the advance in the Consul's office?

"A. Yes."

Paul Udson, who paid $25 advance, testified (p. 21, fol. 30):

"Q. Why didn't you sign the articles?

"A. I was on board and asked the captain for a job and he said, 'All right, start to-morrow.' I took my clothes in the morning and the chief mate said, 'You can't turn to.' The captain wanted to see me, then I went to the captain. He said, 'You have to go to Tommy Moore.' I said, 'What about him?' He said, 'He ships for the company.'

"Q. Did you go to see Tommy Moore?

"A. Yes.

"Q. The same day?

"A. Yes.

"Q. What day did you go aboard the ship?

"A. Night of 8th of May.

"Q. What date did you go to see Tommy Moore?

"A. On the 9th.

"Q. What did you do at Tommy Moore's house?

"A. I said to him, 'The captain sent me here.' He said, 'All right, you belong to the crew then.'"

The testimony of Arthur Goldstein (p. 25, fol. 35) indicates still further the fact that the captain was not making any effort to get a crew without paying advances, but, on the other hand, was sharing in the profits of the iniquitous business:

"Q. How did you get it?

"A. I got on board the ship by the mate: captain wasn't on board when I came there and mate told me cook was on the drunk and told me to try to get the job if I wanted it. I started to work. I don't know how long, between six and eight weeks; close on to two months."

* * * * * *

"Q. Did you sleep on board?

"A. Yes. Instead of captain paying me every Saturday night, this boarding master came on board and paid me and took part of my wages out every week. Whatever I owed him I had to pay ten or fifteen times over again.

"Q. Did you see the captain pay your wages to him?

"A. No, but I think the captain got his share out of it every week."

(P. 26, fol. 36):

"Q. Did you owe Tommy Moore anything?

"A. Yes, but that was paid in one week.

"Q. How much did you owe him?

"A. He never made up a bill; he didn't tell me I owed him anything; he simply took money."

We next come to the testimony of Texas O'Brien, a seaman, who was in Buenos Ayres between the 2nd and 15th days of May, 1916; and in testifying as to conditions in the port there says (p. 29, fol. 41):

"Q. Why was it that you were signed on at only 25 cents?

"A. For the simple reason that there were so many people applying for jobs that they couldn't accommodate them. I came quick and ask for a job and they put me on."

* * * * * * *

"Q. Did you ever hear of Tommy Moore in Buenos Ayres?

"A. No, sir.

"Q. Did you go to any shipping agent to get the job?

"A. No.

"Q. Whom did you apply to?

"A. American Consul.

"Q. He sent you to the ship 'Newton'?

"A. Yes, he told me to go to the S. S. 'Newton.'"

Then comes the testimony of Thomas O'Keeffe another American seaman, who says (p. 30, fol. 42) he was in Buenos Ayres on September 9, 1916. He testifies (p. 31, fol. 43):

"Q. Did you ever hear of Tommy Moiore?

"A. Yes, I knew the old fellow and I know the young one.

"Q. Who are they?

"A. Shipping masters in Buenos Ayres. I know those people well; they shipped me out once about twenty years ago. Old Tommy Moore is dead now.

"Q. Who runs the business?

"A. His son and another fellow by the name of Bergenson."

And on page 31, folio 42, he states:

"Q. How did you get the job on the 'Iowan'?

"A. Through the American Consul.

"Q. Did you pay any advance?

"A. No.

"Q. Did you pay any advance to anybody?

"A. No.

"Q. In what capacity did you join?

"A. A. B.

"Q. How much a month?

"A. $40.00.

"Q. Were your wages paid in full?

"A. Yes."

The testimony of Fred Nielson (p. 33, fols. 45-46) follows:

"Q. Didn't you sign a note for Tommy Moore?

"A. I signed a blank piece of paper. Just as I got in there, they had some kind of book there and nothing on it at all and he said to sign so I signed. It was not an advance note or anything like that. I don't know what it was.

"Q. Where did you sign that?

"A. In Tommy Moore's house.

"Q. Had you been sleeping in his house?

"A. No.

"Q. Get any meals there?

"A. No."

He continues under cross-examination (p. 35, fol. 48):

"Q. Did you at any time ask anyone else to get you a job on the 'Windrush'?

"A. Yes. I asked sailor who was on board before and he shipped again that trip and I was going to skipper and he said it was no use of going to skipper, because they send them all to the boarding house."

And the testimony of William Robur (p. 37, fol. 51) is to the same effect:

"Q. Did you sign for an advance?

"A. I went on board again and the chief mate told me that captain went away and I met captain on the street and I asked him again for a job and he said, 'Why didn't you go to Tommy Moore's house,' and I said, 'I haven't got anything to do with Tommy Moore, I don't know where he lives.' Then he said, 'It is better that you go up there to-morrow morning and ask him if you can come on this ship.'

"Q. What did you say?

"A. 'All right.'

"Q. Did you go up there?

"A. Yes.

"Q. When?

"A. The same evening.

"Q. Did you see Tommy Moore?

"A. I didn't see Tommy Moore; I saw another fellow there.

"Q. Did you ever see him again?

"A. The morning I was there.

"Q. Did you sign any paper?

"A. When I was there for the first time he asked me if I wanted to go on the 'Windrush,' and I said, 'Yes.' He said, 'Well, be here to-morrow morning about 8 o'clock,' and I said, 'All right.' The next morning I came and he said, 'Do you want to go on the "Windrush"?' and I said 'Yes,' and he said, 'We will go to Consul about 11 o'clock,' and then some other fellows came and he called us in altogether and he said, 'Here you have to sign.'

"Q. Did you sign at the same time this man Neilson signed?

"A. Yes."

These facts were called to the attention of the Circuit Court of Appeals when the case was argued before it, and the attention of the Pre-

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Profit-Sharing Plan Based on Deception.

"There is as much deception in the publicity campaign of profit-sharing plans for workers in big industrial plants as there was in German propaganda," says the Union Leader, official paper of the organized street car employes of Chicago.

"The press bureaus of bolsheviki employers are grinding this bunk out by the yard and the daily papers are feeding it to the gullible to swallow," says the Union Leader, which shows that these profit-sharing schemes are installed by anti-union employers, and that it is necessary for workers to remain in service from five to 10 years before they can secure profits that range from $75 to $150 a year.

"How does this increase compare with the wage increases secured through the trade unions?" is asked. "The latest effort of the Chicago street car men, through their union, brought an increase of 9 cents an hour. On a basis of 300 working days a year, which is very conservative for street car men, this wage increase amounts to $270 annually for each employe. And the increase was general and not to a favored few, and the employes maintained their independence. It was but one movement, the employes retaining their organization to move again when it becomes necessary.

"So-called profit-sharing, to use a stereotyped expression, is a delusion and a snare. It does not share profits with the employers. It keeps the workers divided and prevents them from forcing a more equal share of the revenue from the business through the power of organization.

"It is little wonder that the power of the daily newspapers is waning when they devote space to the boosting of methods to rob the workers and keep them helpless, at the mercy of the autocrats of industry.

"The people are thinking. They are no longer carried away by dishonest news stories and editorial hogwash. Some day, not far distant, they will center their fire on the subsidized press, and when that day comes our commercialized journalists will find the world about as small and desolate as it now appears to the Kaiser."

Liability of Unions Shown to be Unequal.

There is no justice in the claim that because officers of a corporation are liable for the actions of one associate, the same should be true of labor unions, said John H. Walker, president of the Illinois Federation of Labor, replying to the editor of an employer's paper.

As far as is humanly possible, said the trade unionist, members of corporations protect themselves in the selection of associates. They have every facility for inquiring into the connection of prospective officials.

In the case of trade unions employers select who will work for them even where they have joint agreements and the workers' organizations must accept who the employer hires, so that "there is absolutely no comparison between the methods of selection and the opportunity to protect themselves on the part of the members and officers of corporations and the members and officers of trade unions."

"I am rather under the impression that if it was the members of the trade unions who selected the members and officers of the corporation, that then the members and officers of that corporation would not be as ready to assume responsibility for each other's acts as they are at the present time," said President Walker.

"And in addition to this, we know that the large employers generally have hired detectives and spies in these unions for the purpose of betraying, weakening and wrecking them, if possible.

"The trade union influences its members, as far as it can, to live up to its contracts, and usually, where a member violates a contract, they penalize and discipline him, and go as far as men could reasonably expect them to go in repairing any injury that was done, and I believe it will be found that the average trade union is just about as responsible as are corporations.

"The poor devil who is uninformed or just normal in disposition is here and must make a living. Do you want the workers to assume all responsibility for him, or do you want him to be left alone to be used unjustly to his own injury and to the injury of the other workers?

"They cannot leave him alone; they must protect him, and outside of the selfish aspect of it, as an act of humanity, they want to and should help him. The trade unions dare not assume all responsibility for him. They dare not leave him alone and helpless.

"I believe that the employers should not be allowed to take advantage of the uninformed or unfortunate, and that they, too, should share some of the responsibility for them, and do their share to assist them."

Illiteracy a Menace.

School Life, official organ of the United States Bureau of Education, appeals to the Nation and to the various States to act jointly in a campaign to remove illiteracy. It is estimated that there are 8,500,000 persons in the United States over 10 years of age who can not read a newspaper, bill board, sign, booklet or letter in the English language.

"This problem is national," says School Life. "The South leads in illiterates. The North leads in non-English-speaking. Seventeen and one-half per cent. of the people of the east south central States are illiterate, but 15.8 per cent. of the people in Passaic, N. J., can not read, speak or write English. Sixteen per cent. of the people of the south Atlantic States are illiterate, and so are 13.2 per cent. of the people of Lawrence and Fall River, Mass."

The "labor leader" who wobbles under abuse and misconstruction from friend or foe can generally find the cause of his instability in the fact that his boots are too big for him.

Demand the union label.

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A Brussels message says that Mr. Robert Smillie and Mr. Thomas Aston, delegates of the Miners Federation of Great Britain, have made a gift of 250,000 francs in the name of their organization to the organization of Belgian miners.

The Department of Labor reports that strikes are being called in England for a 30-hour week. Lord Leverhulme, a soap manufacturer, has introduced a six-hour day in his own plants. No diminution of output is reported.

The unrest of workers in numerous countries has now affected India, where textile workers are striking for wage increases. Mill owners offered a slight advance but this has been refused. The strike is spreading to non-textile trades.

The Russian People's Commissariat for Education has opened a university for workers at Petrograd. In the first term the following subjects will be taught: General History, Literature, History of Russia and Foreign Art, History of the Revolutionary Movement, Political Economy, Logic, Psychology, Philosophy, Biology, Fundamentals of Mathematics, and Modern Languages. Special lectures and exhibitions have been opened for the deaf and dumb.

Things are moving in Japan. The cables tell of a great agitation that is sweeping the country to compel the Government to liberalize the franchise. The "Times" states that the movement has reached "significant and undreamt-of strength" and is the result of "Bolshevik example and propaganda." That there is an awakening among the Japanese workers is plain to anyone who has studied the news regarding conditions in the land of the rising sun that has been coming through in recent times.

Robert Williams, general secretary of the Transport Workers' Federation, said in London, that failure to grant the miners' demands will result in a general strike of the "triple alliance," which would paralyze British industries and probably force a change in the Government. The "triple alliance" is the common term for the transport workers, railway men, and miners. Williams's organization alone numbers close to 300,000. He is not optimistic regarding the result of the inquiry being conducted into the mining situation by the Government, and declared that nationalization of all natural monopolies, with the workers participating in the management, is the only solution to the present labor unrest.

How the Allied intervention is creating in Russia a "united Socialist front" is best seen from the following manifesto recently issued by the Socialist Revolutionary party: "The struggle of the Social Revolutionaries against Bolshevism was directed against a power which was in direct contact with the German oppressors of Russian democracy, but at present, after the defeat of Germany and in view of the fact that the intervention in Russia by the victorious powers is assuming more and more the character of assistance given by the bourgeoisie, it has became necessary for us to abandon the struggle against the Bolsheviki." The Social Revolutionaries were the strongest party in the constituent assembly and before the Bolshevist revolution had the largest following among the peasants.

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TO

WORK AND VOTE

Against the Ratification of the National Prohibition Amendment to the Constitution

San Pedro Letter List

Aalto, Harry
Albertson, Johannes
Amundsen, Pete
Andersen, Mr.
Andree, Ernest -1410
Antonsen, N. H.
Barney, A. M.
Bedford, A.
Breien, Hans
Brogard, N.
Christoffersen, G.
Doyle, William
Eklund, Swen
Ellingson, Billy
Flotman, G. J.
Fosberg, Leonard
Franzell, A. T.
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Halvorsen, Harry
Hammarquist, Gust
Harler, Peter
Hederman, H. C.
Helin, John
Hoak, A
Holmstrom, Fritz
Iverson, Tom
Jensen, J.
Johansen, J. -2314
Johansen, Fritz
Johansen, N. A. -1604
Johansen, Fred
Johanson, John A.
Johansen, Carl
Johnsen, John E.
Johnson, Ole
Jonassen, Johannes
Kristensen, Martin
Larsen, Klaus L.
Lato, Eley
Lechemus, Bill
Linden, Chas. F.
Lundquist, R.
Miller, John
Monson, Chas. C.
Monterro, Joe
Mortensen, Adolf
Nelson, Carl
Nurmi, Taini
Nurn, John A.
Nyberg, Eric
Olsen, A. W.
Oman, Chas. V.
Olsen, Tollef
Ohm, B.
Olsen, Amandus
Olsen, Ole W.
Olson, Andrew
Petersen, K. E. -903
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Roed, Lief A.
Rosenthal, Walter
Ross, George
Rytko, Otto
Rasmussen, T. A.
Sanders, Chas.
Spence, Oswald
Sodergren, Oscar
Stringer, M.
Salo, Oscar
Thompson, Alex S.
Thompson, M.
Thornlund, John N.
Terkki, Arthur
Thornlund, John N.
Wrig, F.
Warkkala, John
Williams, Edward
Wrig, Claus
Williams, Edward A.
Warkala, John
Zimmerman, F.
Zunderer, Theo.
Zunderer, Theo
(Questionnaires)
Berner, Albert
Christensen, Ole Martin
Doage, Sigvald
Holm, Frank
Johansen, N. A.
Johansen, Carl M.
Lindroth, Carl Aug.
Pedersen, Carl
Rehl, Chas.
Tysk, John H.

CLASSIFICATION CARDS.

Doage, Sigvald
Hingren, John H.
Hansen, Adolph
Pederson, Carl
Schlieman, J.
Tysk, J. H.

Tacoma Letter List.

Anderson, Harold F.
Hanson, August -1134
Holmstrom, Carl A.
House, Anton -1054
Johnson, Pett
Johnson, Pontus
Kennedy, James Rea (package)
Kennedy, James Rea
Magall, Michael
Martinson, Adolp
Martinsson, E. -1287
Meyer, Karl
Nielsen, Alf. W.
Person, Fritz
Petterson, C. H.
Sevpried, M. -2962
Swansen, Carl

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J. 3-26-19

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members who were present at the time when W. Bodie met with an accident on board the S. S. "Eastern Sea," last July, are requested to communicate with the above named comrade, P. O. Box 65, Seattle, Wash.

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

W.S.S.
WAR SAVINGS STAMPS
ISSUED BY THE
UNITED STATES
GOVERNMENT

INFORMATION WANTED.

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

When making purchases from our advertisers, always mention The Seamen's Journal.

Pacific Coast Marine.

The Gulf Mail Steamship Company has chartered the steamers Joan of Arc, Georgina Rolph and Annette Rolph, and they have been placed on the berth for voyages to the lower and west coasts.

J. H. Dieckmann Jr., has filed libel suit in the United States District Court at San Francisco against the motorship "City of Portland" for $29,617 damages. Dieckmann alleges the damaging of a consignment of teakwood, due to improper stowing.

Working back into port with a jury rudder, the freighter "Javary" of the Garland line has arrived at Seattle for repairs. Her rudder was smashed in a storm eight days after she passed out of Cape Flattery, and she was fifteen days in getting back under a jury rudder.

The steamship "Kishinev" of the Russian Volunteer Fleet Corporation is now on the Pacific Coast from New York on the way to the Orient. She will be followed by the Russian steamships "Toula" and "Nijni Novgorod." Swayne & Hoyt are acting as agents for the vessels here. They will be bunkered by the King Coal Company. All three of the freighters were in this port a year ago. The Volunteer Fleet Corporation was started some years ago by the Russian Government.

The American Manganese Manufacturing Company, owner of the steamer "Guanacaste," filed a $10,000 libel suit in the United States District Court at San Francisco against the steamer "Northland." The complaint says that on February 16 of this year the steamer "Northland," through the negligence of its officers, collided with the "Guanacaste" while the latter was in the harbor of San Jose, Guatemala. It will take $10,000, according to the complaint, to repair the damage done to the "Guanacaste."

The California Sea Products Company has sold the tug "Hercules" to Walter Scammell, local shipping man, who will use her in independent towing on the bay and in connection with the movement of his fleet in and out of port. The "Hercules" has been engaged in whaling off the California coast, and last week landed a 50-ton whale at the Products Company's landing at Moss Point. A second whale of similar size was brought in by the "Hercules" Monday night. The vessel will be ready for harbor work in thirty days.

Reeling off a speed of 11.4 knots, the new steel steamer "Glendoyle," built by the Albina Engine and Machine Works and destined for operation by the American Hawaiian Steamship Company, passed through seven hours of official trial, and was delivered to the Pacific Steamship Company at Portland, during the week. The new steel steamer "West Hardaway," also a Portland product, will be turned over to the American Hawaiian Company. The vessels will be delivered to Puget Sound and will then proceed to Honolulu to load sugar for the Atlantic Coast.

The steam whalers "Westport," "Aberdeen" and "Moran" have arrived at Hoquiam (Wash.), from the Pacific Whaling Company's station at Bay City for their annual overhauling. The work will require about two weeks, and the fleet is expected to commence hunting whales about April 15. The area covered by these vessels extends about thirty miles out to sea and seventy-five miles along the coast on each side of Grays Harbor. The fleet brought 189 whales to the station last season, eighty tons of the most choice meat being marketed as fresh whale "beef." The demand was such that the product will probably be increased this season. The company's station at Koyukut, Vancouver island, last year packed 30,000 cases of this "beef," which also found ready sale.

Three steel vessels dipped for the first time into salt water on Mar. 30, when the 9400-ton freighter "Cotati" and the 10,000-ton tanker "Imlay" were launched at the Moore Shipbuilding Company's yard at Oakland (Cal.), and the 9000-ton freighter "Consumet" left the ways at the Pacific Coast Shipbuilding Company's plant at Bay Point. All the launchings were private. The "Cotati" was launched at noon, sponsored by Mrs. George T. Page; the "Consumet" at 1 p. m., and the "Imlay" at midnight. Mrs. George A. Oppenheimer sponsored the latter vessel. The "Imlay" is the first of twelve of the big oil-carrying ships to be built by the Moore Company, and the "Consumet" is the second ship to be launched at the Bay Point yard. Immediately upon launching the ships, new keels were laid on the ways.

With the incorporation of the San Francisco Open Drydock Company, a group of San Francisco capitalists is making preparations for the construction of a dock on the tide lands between the army transport docks and the eastern end of the Exposition site. The company is incorporated for $2,000,000, with the following as chief stockholders: W. H. Kearney, Jason W. Machado, F. G. Parker, Thomas H. Kearney, A. T. Briggs, Peter A. Breen, and I. L. Steinman. The company's plans contemplate operation of a drydock, not only for the benefit of shipowners, but also to permit shipping men to install their own machine shop at the drydock during repair work. The incorporation papers also call for the building of wharves, basins, power lines, rail and trolley facilities and housing for machinery while ships are being overhauled.

The passing of the romantic days of fleet-sailing pilot-boats has been completed in the sale of the "America" by the San Francisco Bar Pilot Association to Olson & Co. It is now several years since motors were put in the other pilot-boats. The new owners of the "America" will use her as a codfisher in northern waters. The "America" has a wonderful history, and has been sailing in and out of the harbor with pilots since 1888. The craft was built at Benicia and was long one of the fastest sailers hereabouts. In many a contest she defeated all rivals of her size. She vanquished sailing craft in races around the Farallon Islands. To take the place of the old-time pilot-boat, the pilots intend to have a large sea-going motor-boat constructed at one of the local yards. The "America" is of seventy-four tons net, eighty-one feet in length, with twenty-four-foot beam, and nine feet nine inches depth of hold.

The three 7,500-ton steel steamships "Quinticas," "Remus," and "Cascade," assigned during the week by the Shipping Board to H. F. Ostrander and Company, and Pacific Steamship Company and Struthers and Dixon, will all load in April for Siberia. Four steel steamships have been assigned to the flour trade from Puget Sound to the Atlantic Coast. They are the steamships "Edgehill" and "Edgemont," both 9,600 tonners; the "Western Knight," 8,900 tons, and the "Jacona," built by the Todd plant in Tacoma. The "Jacona" will begin loading the first of April, with W. C. Dawson and Company as managers and operators. The "Edgehill" will go on berth April 4, with Frank Waterhouse and Company as managers and operators. The "Western Knight" will begin loading April 10, with the Grace firm as operators and managers. The 9,600-ton "Eldena" also will be assigned for a voyage from Puget sound to the Atlantic coast with flour.

Determined to secure a square deal for the shipping on the Pacific and to promote the interests of American-operated vessels on this coast, all of the shipowners and operators of San Francisco and other Pacific Coast ports are preparing to organize an association that will include in its membership every interest concerned. During the week each local steamship management received a letter from W. F. Sullivan, secretary of the Shipowners' Association of the Pacific Coast, announcing a meeting to be held in the Merchants Exchange building on the afternoon of April 7. The meeting will discuss the advisability of enlarging the present association, which now includes only the owners and operators of the vessels of the steam schooner class, and take into membership all types and every owner and operator of water-carriers, both cargo and freight, operating out of Pacific ports under the American flag, and also water-carriers operating on the sounds, bays, rivers and harbors of the Pacific Coast.

In anticipation of a vast increase in the steamship business between this port and the Orient, Australasia, Mexico, Central America and west coast ports of South America, San Francisco shipping concerns, exporters and importers are arranging for the extension of branch offices at hundreds of different points in order to provide adequately for the increase. Among the concerns which are actively engaged in establishing their offshore agencies are the following: The Maritime Navigation Company, establishing an agency at Sydney, Australia, with others to follow at Melbourne, Dunedin and Wellington. Transoceanic Company to extend connections to various parts of the Orient. The organization of a permanent agency at Manila by the Matson Navigation Company. The establishment of the Java-China line between San Francisco and Java, to be managed here by J. A. Doyer, formerly of Hongkong. The organization of a new Russian line with five steamers to inaugurate the fleet between San Francisco and Vladivostok. Establishment of agencies in the Orient by the Pacific Steamship Company and the inauguration of a freight service by Shipping Board vessels and the installation of the liner "Senator" between the Pacific Coast and the Orient. The organization of the Asano Boyeki Kaisha by the Sichiro Asano Company and W. R. Grace & Co to promote Pacific trade. The announcement of a permanent line of Dutch freighters between San Francisco and the Dutch East Indies. Extension of a direct line of steamers to the west coast of South America by the Gulf Mail Steamship Company and the establishment of the company's agencies at scores of ports of Mexico, Central America and South America.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 2, 1919.

"TO BID FREELY!"

The attitude of America's reactionary shipping interests toward the future manning of the American Merchant Marine is concretely set forth in the following excerpt from an unsigned article appearing in a recent issue of the San Francisco Daily Journal of Commerce.

According to this authority there are three principal obstacles to the successful operation of an American Merchant Marine.

The first is the higher cost of operation, the second is the higher cost of ship construction in the United States, and the third is "the navigation laws." "Briefly," the Journal of Commerce writer says, "the laws that operate to restrict free competition should be repealed."

We quote him on this point:

> The first step urged is the repeal or modification of the Seamen's law, the most important feature of which is the requirement that three-quarters of the crew understand the English language. The effect of such a provision is especially severe on the Pacific, where American shipping has to compete with Japanese. The American shipowner desires to be allowed to bid freely in the markets of the world for his labor.

It is the old, old story.

The reactionary interests which opposed the enactment of the Seamen's law have not become reconciled to the change.

At a time when nearly every citizen of our country is looking forward to a new era in shipping; when the vast majority of our people are again taking an interest in nautical affairs and are fondly anticipating the fulfilment of the promise, made during the war, that we are to have a real American Merchant Marine—the old stand-pat forces brazenly ask for permission to man America's mercantile fleet with Chinese coolies.

This, and this only is the interpretation of that strange request: "to be allowed to bid freely in the markets of the world for labor."

What shall the answer be?

Unless we seriously mistake the temper of the American people, and particularly of that very substantial portion which fought "to make the world safe for democracy," the answer will be unmistakably to the point.

A so-called American Merchant Marine, manned by Asiatics who cannot speak or understand the language of the ships' officers, is about as valuable to the nation in time of trouble as an immense flock of airplanes totally unable to rise from mother earth.

But the fellow who wants "to bid freely" for his labor is little, if at all, concerned about the nation "in time of trouble." He belongs to the type who recognize no duty to man, country or God.

"ANARCHISTIC PERSUASION."

In an orgy of joy, caused by the defeat of the Anti-Injunction bill in the California Senate during the week, the San Francisco Chronicle brays as follows:

> The Anti-Injunction bill which has been defeated in the Senate was not in the interest of labor, or even union labor. It was, however, in the interest of labor leaders, of whom altogether too many are of the anarchistic persuasion.

For obvious reasons the Chronicle refrains from abusing the entire American labor movement which, as is generally known, has been a unit in demanding the enactment of laws curbing the Injunction Judge.

The Chronicle simply lacks the nerve to label the entire trade-union movement as anarchistic because there might be retaliation of a kind that can not be stopped by Injunction Judges. But, after all, it matters not what the poor, old, reactionary Chronicle editor says about the Anti-Injunction bill. The fight for an effective Anti-Injunction Act will be continued in California, as elsewhere, until victory has been achieved. As a matter of fact it is conceded that the present California Legislature would have passed such a bill were it not for the effective work by the Governor's political lieutenants. The Governor vetoed this measure two years ago. Therefore, no means were spared to prevent the bill from coming to his office for a second veto.

In another column of this issue will be found the address of Senator Flaherty in support of the bill. It is an able and scholarly presentation of Labor's contention on the Injunction issue and should be read and digested by all who want to keep abreast of the times.

PROGRESS IN ENGLAND.

The March issue of the "Marine Caterer," official paper of the National (British) Union of Ships' Stewards, Cooks, Butchers and Bakers, contains an interesting and instructive summary of the industrial situation in Great Britain and Ireland. The article concludes with the following optimistic comment on a recent get-together meeting of the various marine unions:

> We are making considerable progress in our own industry. For the first time a joint meeting was held in London, at the Cannon Street Hotel, on February 10, of representatives of the masters, officers, engineers, sailors and firemen, and our own society. A very interesting discussion took place on the various points raised, and it was decided unanimously to agree to an Industrial Council, representative of all seafarers and shipowners, and a sub-committee was appointed (of which our General President was a member) to draft a scheme with the formation of the said Council as its object. Further meetings will be held, and we are hoping to be able to report in our next issue that all branches of the Mercantile Marine are united in a common policy for the benefit and advancement of all seafarers.

The foregoing clearly indicates that, regardless of rating, the seafarers of Great Britain and Ireland are going to stick together on all points affecting the nation's welfare. No one can take exception to such a stand. In fact, this British way of doing things should serve as an object lesson for associations of licensed officers in our own country, who are still keeping their own council, separate and apart from the International Seamen's Union of America.

Writing about progress in England reminds us that to date, not a word has been received from Comrades Furuseth and Flynn, who represented the organized seamen of America at the International Congress of Seafarers which convened in London on February 24. Evidently our delegates have reached the conclusion to carry their reports upon this memorable gathering in their heads rather than on paper.

SEDITIOUS LITERATURE!

Canadian Immigration authorities at Bridgeburg recently detained and deported Joseph Schlossberg, General Secretary of the Amalgamated Clothing Workers of America, who was traveling to Toronto from New York. The charge against him was that he had in his possession seditious literature.

The Advance, official organ of the Clothing Workers, says that the literature found in Mr. Schlossberg's possession consisted of copies of The Public, Advance, the New Republic, the Survey, the Nation, and the Christian Science Monitor, and most incriminating of all in the eyes of the Canadian officials, a copy of "The Only Possible Peace," by Dr. Frederic C. Howe, United States Immigration Commissioner at the port of New York.

Those seafarers, and other wage-earners, who enter Canadian territory in the course of their employment had better be careful. If possession of the excellent publications mentioned above is sufficient evidence to cause deportation from Canada almost anything is likely to happen.

Until a new policy has been established persons intending to visit Canada should carry with them only light reading matter such as the Congressional Record, the works of Guy de Maupassant, Grimm's Fairy Tales, and the Ladies' Home Journal.

THE RAILROADS.

The voice of Labor everywhere is unanimous and insistent that the Government not only continue to operate the railways, but to own them. As a result of the referendum vote just taken by the fourteen labor organizations operating the railroads, and representing 1,900,000 men, an almost unanimous vote has been returned in favor of Government ownership. Here are some of the results of the poll: Machinists—For private control, 426; against 130,935. Blacksmiths—For, 75; against, 26,710. Car Men—For, 805; against private control, 110,972.

The various organizations that have gone on record almost to a man as endorsing the Government ownership plan follow:

Brotherhood of Locomotive Engineers, Brotherhood of Locomotive Firemen and Engineers, Order of Railway Conductors, Brotherhood of Railway Trainmen, International Association of Machinists, International Brotherhood of Boilermakers, Iron Ship Builders and Helpers of America, Amalgamated Sheet Metal Workers' International Alliance, International Brother-

hood of Electrical Workers, Brotherhood of Railway Carmen of America, Brotherhood of Railway Clerks, Freight Handlers and Station Employees, Switchmen's Union of North America, Order of Railway Telegraphers, United Brotherhood of Maintenance of Way Employees and Railway Shop Employees.

The result of this referendum strikingly bears out the assertion recently made before the United States Senate Interstate Commerce Committee by Frank G. Morrison, Secretary of the American Federation of Labor. He said: "The country is on the eve of an era of Government ownership, and Labor as represented by the American Federation will support it to the limit."

THE UNION LABEL.

The declaration of the Committee on Education of the American Federation of Labor that "Educated manhood and womanhood are the Nation's greatest asset, both in peace and war," is a fundamental upon which all can agree.

If the education of the children results in such a great asset to the Nation, it is self-evident that the application of the same principle to the trade-union movement would be advantageous to every worker.

One of the great agencies through which the workers can be educated is the union label, that potent but silent messenger of industrial peace and social betterment which should guide them in the utilization of their purchasing power just as the beacon light aids the mariner to avoid the dangers of the sea.

The union label, representing as it does, the best possible working conditions, makes a direct appeal to all fair-minded people to discriminate against the exploiter of women and children and the man convicted of crime, by refusing to purchase commodities upon which this emblem of fair labor does not appear. By carrying this principle a little farther and dealing only with stores where union cards are displayed or buttons worn by the clerks indicating membership in a labor union, immeasurable benefits are bound to result.

By co-operation of this character the billion or more of dollars spent by trade unionists each year could be made so powerful an influence for good that it would be amazing, and the educational value of such co-operation would be so beneficial and permanent that it would not be confined to the workers but would extend to all branches of society.

The union label has been of inestimable value to trade unionists in securing improved working and living conditions, and if the workers would "practice what they preach" by a continuous and persistent demand for union-made goods, these benefits could be increased and continued indefinitely.

"The great working classes of the world . . . have by their consciousness of community of interest, by their consciousness of community of spirit done perhaps more than any other influence has to establish a world opinion; . . . and those of us now charged with the responsibility of concluding peace must think, act, and confer in the presence of this opinion."—President Wilson, January 6, 1919.

THE INJUNCTION ISSUE.

Address by State Senator Lawrence J. Flaherty in Support of the Anti-Injunction Bill in the Senate of the State of California.

(Editor's Note—Senator Flaherty is a member of Cement Finishers' Union No. 580. of San Francisco, and is a recognized spokesman for Labor in the California Senate.)

* * *

The Anti-Injunction bill, which I now ask you to support, is the identical measure which was approved by the last Legislature and vetoed by Governor Stephens.

I shall not comment upon the Governor's veto, nor criticize his published reasons for vetoing Labor's most important bill. I do, however, want to say a word or two in reply to the talk around the lobbies to the effect that it is a mistake and a useless waste of energy to press this measure for passage, when it is known in advance that the Governor will again veto the bill.

Permit me to call your attention to the fact that the present Federal Immigration Act, containing the literacy test for immigrants, was vetoed by three Presidents and was finally passed over the veto of President Wilson. And to-day, as the result of the lessons taught by the war, the American people are fairly unanimous in demanding even more stringent immigration restrictions than were urged so persistently for all those years by the American Federation of Labor.

Nothing is ever settled until it is settled right. Unlike the I. W. W.'s, who sneer at all laws and assert that the end justifies the means, the workers organized under the American Federation of Labor come here, man fashion, declaring that they suffer under government by Injunction Judges. They ask for a remedy at your hands because they see no other way to protect themselves.

Our members are intimidated; the more courageous go to jail; but we have no solution and can have no solution of this judge-made law until such time as, either by law or the power of public opinion or our own power of self-assertion, we can make it impossible for any judge to sit on the bench and take away, directly or indirectly, any constitutional right which we find necessary to exercise in our trade union activities.

This in brief is our reply to the talk that we are wasting our efforts to push forward the Anti-Injunction bill.

We ask for this law, and shall continue so to do, because we are convinced that it is just and right.

We ask for this law because no weapon has been used with such disastrous effect against trade unions as the injunction in labor disputes. By means of it the workers have been prohibited under severe penalties from doing what they had a legal right to do. It is difficult to speak in measured tones and moderate language of the viciousness with which unions and trade-unionists have been assailed by the injunction, and to the working people of California as to all fair-minded men, it seems little less than a crime to tolerate it longer.

We do not object to the injunction in itself. If properly used in its own sphere, as determined by English and American judicial decisions prior to 1890, the injunction may be useful and necessary. An injunction was merely an order by a court of equity, commanding a certain person or persons to desist from some action proposed or actually begun, and it had been effectively used for the protection of property where the injury contemplated would have been irreparable, or of such a nature that adequate damages could not be calculated. The injunction was in the nature of an ounce of prevention and was intended to obviate certain civil injuries by applying to them what was practically, though not technically, a criminal punishment.

It was not until the opponents of the organized workers decided upon concerted movement against labor organizations, that the full possibilities of the injunction, as distorted and perverted by the courts, became apparent. The matter of procedure in injunctions is inimical to the welfare of free government, since it sweeps aside the constitutional safeguards.

The judge upon application and under certain prescribed conditions, issues a preliminary injunction against a person or persons, known or unknown, or against all those engaged in a given industry, without service upon any of these parties and without opportunity to them to appear and be heard before the preliminary injunction is granted.

The preliminary injunction is usually prepared by the plaintiff's attorney, who states therein whatever he wishes, and no opportunity is offered the defendant before the granting of the restraining order, to make counter-affidavit or to show cause why the preliminary injunction should not be issued. During the often unreasonably long time which elapses between the grant of the preliminary injunction and the time set for the hearing to determine whether the injunction shall be continued, a strike may be lost and thousands or tens of thousands of men defrauded of their rights and disappointed of

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Mar. 31, 1919.
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping fair. A Quarterly Finance Committee was elected to examine the accounts of the Union for the past three months.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., March 24, 1919.
No meeting; shipping slow; members scarce
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., March 24, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 24, 1919.
No meeting. Shipping and prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, March 24, 1919.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 24, 1919.
No meeting. Few men around; shipping fair.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, March 24, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, March 24, 1919.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 17, 1919.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Mar. 27, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. A Quarterly Finance Committee was elected to go over the finances of the organization for the past quarter.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, March 20, 1919.
No meeting. Shipping fair.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 20, 1919.
Shipping slow. Few cooks ashore.
JOE MACK, Agent.
613 Beacon St. Phone Sunset 336. P. O. Box 54.

Fourteen members of the crew of the steam schooner "Florence Olsen" have filed a libel suit in the United States District Court at San Francisco against the steamer schooner "Claremont" and her owners. The plaintiffs ask that they be awarded $35,000 as salvage for saving the "Claremont" and her cargo of mahogany when that vessel was wrecked off the coast of Nicaragua in October of last year. According to the complaint, both the "Claremont" and her cargo, making a total value of about $300,000. would have been lost if the crew of the "Florence Olsen" had not salvaged the vessel and towed her into port.

A. F. Pillsbury, district manager of the Emergency Fleet Corporation of the United States Shipping Board has resigned. The resignation has been accepted to take effect some time in April. Pillsbury said during the week that he had promised to remain in charge here until some time in June, but if his successor was appointed he preferred to return to private work sooner. No other changes have been announced, but it is rumored that when the chief leaves other changes may follow.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

American, British and Canadian labor has tired of waiting for governmental schemes of reconstruction to be made good. That's the first explanation of this week's tremendous events—events that can be described only as the beginning of a new industrial state.

Take America first. Frank J. Hayes, international president of the United Mine Workers of America, after investigating the deep current of unrest among the coal miners in this country, has declared for the nationalization of the coal mining industry. The proposition has been endorsed by committees at the meeting now under way at headquarters in Indianapolis. The six-hour day, and full representation of the organized miners in the operation of the industry, are included in the demands.

This is just what the 2,000,000 railway workers have already demanded from Congress. We have, then, the fuel and transportation men lined up to abolish private ownership or operation of the fuel and railway industries. The next logical step is a definite alliance between the fuel workers, including the oil workers, and the railway workers, to stand by each other in their respective demands. These demands can be met only by Congress.

Next turn to Great Britain. Recent dispatches tell that the Triple Alliance of coal miners, railwaymen and transport workers is about going out on a strike which will paralyze the country and probably will cause the fall of the Lloyd George cabinet, and will bring the Labor Party into full political and industrial control of Britain—unless the men's committees decide tonight to compromise once more with the Government. Thus far the ministry proposes a compromise of the six-hour demand of the coal miners, a compromise of the wage demands of both the coal miners and the railwaymen, and promises of an indefinite and unsatisfactory sort upon the vital issue of nationalization of mines and railroads. As for democratic management of the industries through committees of the workers, that also is a question upon which the men seem to have been given an evasive reply.

British business interests are divided as to whether they should yield to these revolutionary demands. One element—the largest and loudest—calls upon Lloyd George to suppress this "revolt" of the British workers with the full military power of the nation. Another element of employers urges getting any sort of compromise, or even giving all that is asked, in the hope that this will be the last of the movement. The majority of the employers, however, believe that if the government yields to labor in this case, then its power has been discredited, and a soviet form of government will spring up to take charge of all of the industries in the name of labor. Having everything to lose, these employers prefer to have the government do their fighting for them now.

Canada has just had to take charge of some of her chief railroads, just after coming into head-on collision with the labor movement. These railroads are thoroughly organized. In the five Western provinces, covering the part of the Dominion westward from Lake Superior, a delegate convention has voted unanimously to submit to a referendum of the affiliated unions the question of cutting loose from all international unions and forming themselves into one great industrial labor body, in order to meet the hostile government policy by tactics of general strike if need be. Leaders in this new movement were recently in Washington, negotiating for the formation of a Canadian division or region in the Railway Department of the American Federation of Labor. That plan was not approved by their locals, it appears, and now they have adopted in convention at Calgary the Australian plan of a unified industrial movement, embracing everyone from the logger to the postman, throughout Western Canada. Returned war veterans are said to have had much to do with this decision, which brings the shop-stewards movement from Britain to the Dominion, and puts the power of general strike into the hands of the workers in every locality.

At headquarters of the Metal Trades Department in the A. F. of L. building there is great activity to-day. More than a hundred delegates are here from the Pacific coast and from the Gulf, taking part in the regional conferences of the shipbuilding trades. Separate sets of demands for the Pacific coast, the Atlantic and Gulf regions and the Great Lakes region, are being drawn up, to cover rates of wages, union recognition, the eight-hour day and other issues. As the Macy board abdicates its powers on March 31, the unions are getting their demands for the private owners of shipyards ready for submission on April 1.

One of the difficulties that has yet to be met is presented by the Bethlehem Steel interests. A complete union shop agreement has been signed with the Bethlehem Shipbuilding Corporation, of which Eugene Grace is president. Yet the Bethlehem Steel Co., of which this same Eugene Grace is president, and whose chief owners are identical with the stockholders of the Bethlehem Steel Co., is still fighting organized labor in the steel plants. When asked by metal trades spokesmen about this performance, Grace said that he would have to prove to the Steel Co. stockholders that it would pay them to deal with the unions. The fact seems to be that United States Steel has given orders to Bethlehem Steel that no unionism must be permitted to cross the deadline between the shipyards and the steel mills.

However, neither Grace nor United States Steel can stop the organization of the steel workers in Pennsylvania. A warning has gone out to prepare for a possible strike and lockout, running from Ohio to the Atlantic coast, and including particularly the Youngstown, Pittsburgh and Bethlehem steel plants. One of the chief officials of the Department of Labor is about to make a report on the situation, and appeals were telegraphed to the organizers last night to suspend action for a few days until his report can be brought before the cabinet officers.

But the Machinists have already concentrated their organizers from five Pennsylvania towns at Harrisburg, in order to direct the fight from a State headquarters. The workers in the tin mills are to follow suit on March 30th. Frank Morrison, secretary of the A. F. of L., has told three big mass meetings of the workers at the Cambria steel mills in Johnstown that "The American Federation of Labor is squarely behind you," and has begged them only to keep their heads and not to strike until that step becomes necessary. He has denounced the officials of the Cambria Steel Co. as "I. W. W. and Bolsheviki."

At Coatesville, signs of approaching industrial war are even more evident. Dozens of active unionists have been kidnaped, with the help of State constabulary, and run out of the district. The Midvale Steel Co., arrogant and blind to the new conditions, has published a statement to the effect that it has deported only "undesirables." All of the international unions involved in organizing the steel industry are now forced to choose between seeing their men run out of Pennsylvania in the fashion adopted at Bisbee, or of giving battle and staying to the finish. Chances that the Government will prevent a clash are exceedingly slight.

As though the metal trades organizations were not sufficiently busy with shipyard demands and this steel mill situation, those in the Railway Department of the A. F. of L. are holding daily sessions with the regional directors of the Railroad Administration, to complete a uniform agreement with the management of the railroads in each region throughout the United States. While they are all working for permanent Government ownership and democratic management of the railroads, as a concession to be won from Congress, they are making direct terms with the managers as to the conditions under which the men in the railroad industry are to be employed in the meanwhile, regardless of how long Government ownership is delayed. These negotiations will probably be a complete success.

Postmaster General Burleson won't negotiate with anybody in the labor world. He is out to-day with another broadside of denials that he has discriminated against union men and women in postal and telephone service. Frank Morrison wrote to President Wilson recently, and Miss Julia O'Connor of the Telephone Operatives' Union also wrote the President, pointing out Burleson's autocratic repression of the unions and his unwillingness to tell a straight story about conditions in his unhappy and spy-cursed department. But since Burleson demonstrated that he could drive as big a national character as David J. Lewis from his department for even slight sympathy with unionism, Burleson's dismissal from the cabinet has become a forlorn hope. As a breeder of distrust in politics of the usual sort, the Postmaster General deserves all the medals.

It was Burlesonism, essentially, that drove the Australians into their One Big Union, and that tormented the Western Canadians into their experiment in mass tactics and secession from the international trades unions. It is fortunate for the American Federation of Labor that the Secretary of War and the Secretary of the Navy have been utterly hostile to every one of Burleson's prussianisms.

It is not to be expected that a child brought up under the restraints of factory labor will develop a very high regard for liberty of any kind.

FEED HUMANITY AND SAVE IT.

(By W. B. Rubin.)

Not a day passes without some newspaper headline boldly challenging the eye with such as these:

"Food alone will save Germany from the Reds."

"Food riots by Soviets in Russia."

"Belgium starving."

"Food famine in Europe."

From the storehouse of misfortune in every nation, including the United States, hundreds of like philippics might be taken and hurled, fastening the attention of our consciousness to a terrible and horrible situation that has overtaken mankind.

The whole world is hungry.

Men out of work and without means are facing starvation.

Men at work, but with the cost of food beyond their reach, too, go hungry.

The stomach plays an important part in the life of man. Upon the battlefield and at the peace table, it dictates terms. It grants no armistice and recognizes no amnesty.

A breakfast has more than once been the invisible force behind the judge's decision.

Food is the chief factor of the world's problems of to-day.

The world's profoundest statesmen may meet and restate in new rhetorical terms a world's concepts, but their reception will rest largely upon how well the people's stomachs are filled.

It is a wise mother-in-law who admonished her daughter,—"If you want to keep your husband's love, feed him." And so, if things are to stay as they are, we had better get busy and feed the workers of the world.

But the feeding to-day has taken on a different form. There was a time, and it ran through centuries, when alms were acceptable to the workers out of work, when England granted to soldiers the right to beg without police interference. But the soldier of to-day resents all this.

He comes back and boldly tells you of the sacrifices he made when he entered the service, and he speaks the truth. He boastfully tells you of his fighting and winning for democracy, and he does not overstate his efforts. Now he demands work, and plenty of it,—food, and enough of it, and he is right.

What are you going to do about this?

Soft speeches, entertainment, ladies? No. He is hungry. No sermon ever satisfied a hungry man. No entertainment, however good, ever stilled a hungry stomach. And no ladies, however loving, ever held a starving man.

It is serious, damned serious.

Statesmen, no wonder you are alarmed and see specters of Bolshevism and Spartacusism. No wonder, wherever you turn, you see red. The political roulette wheel has been tampered with and its black settles upon your political defeat and oblivion.

What are you going to do about it?

Labor has risen, like a hungry giant, out of a sickbed of lethargy, and cries for food. The first sign of a return to health is the assertion of the appetite. The workmen of to-day have an unappeased appetite for the menu of a blessed government,—political, social, and industrial satisfaction.

What are you going to do about it? Give it to them!

MORE ECHOES FROM BERNE.

(From "The Survey.")

The spokesmen of the American Federation of Labor are more and more standing alone in their opinion of the Berne conferences and what they have accomplished. An article in the American Federationist for March repeats such statements as these:

> On its face the Berne congress will be merely the meeting of the old Socialist Internationale, with the difference that in almost every country the Socialist parties have lost their strength during the war, and with the added difference that bolshevism and pro-Germanism have either annexed or confounded most Socialist organizations in whole or in part....
>
> From the standpoint of realism the Berne congress will differ from a meeting of the old Internationale only in the new but startling and sinister bolshevism injected into it....
>
> There are now two principal dangers in the Berne conference for the Allies. They are that the Berne congress will vote an indorsement of bolshevism and the Bolshevik "government" in Russia, and that the German majority Socialist delegation will induce the delegates from neutral and allied nations to indorse certain points of the German peace program and especially to work for the reduction of the amount of money Germany must pay for her criminal marauding.

Lest the account of the actual happenings at the two recent conferences in Berne given in several American journals be insufficient to refute this continued effort to establish a connection between these events and "bolshevism," a link that has never existed, more recent evidence may be of use. Mr. Lloyd George, after receiving at Downing street the members of the British delegation to these conferences, consisting of members of the Parliamentary Committee of the Trades Union Congress and of the Executive Committee of the Labor Party, and after discussing with them very fully the resolutions passed at Berne, indicated his agreement with a number of the proposals made and, according to the Times, "indicated that the work at Berne had certainly been of value, and he would see that the resolutions were brought to the attention of his colleagues."

Mr. Branting, the leader of the Swedish Socialists, in an interview with an editor of the Daily News said that the contrast between the attitude of the German majority and minority Socialists at Berne was extraordinary.

> The former were almost consciously prisoners in the dock, charged with treason to the Internationale, and finding it no easy matter to clear themselves. The minority, on the other hand, held their heads very high, as on the whole they well might.

Arthur Henderson, in an interview after his return, said among other things:

> The only alternatives before the majority Socialists were to leave the conference or to respond to the moral pressure of an indisputable case. They took the second course, and this in my judgment, was the first definite contribution towards the forthcoming reconstitution of the Internationale. It is only the first step....
>
> The importance of their declaration on the responsibility of the old imperial government cannot be over-emphasized, for it brings them in line with the independent Socialists and provides irrefutable justification for the policy of the British Labor Party in actively supporting armed resistance to Germany's military aggression....

Finally, there may be quoted an extract from the speech made by J. Ramsay Macdonald—whom the A. F. of L. speakers do not tire of accusing as a truckler to bolshevism—in the debate on that subject:

> Those looking for some rapid patent way of establishing socialism in the world must be challenged in a friendly way to reconsider the value of their tactics. We are living in absolutely abnormal times. There is a reaction towards conservatism and a reaction towards revolution which come when the fabric of society has been shattered by some great social upheaval like the recent war.
>
> The duty of the Socialist movement is to keep a calm mind and sound judgment, and to give a steady lead on the right path. A tyranny by a minority might be justified in certain circumstances, but the moment it becomes the basis of a continued policy it must be condemned by every Socialist who believes in democracy and stands for the majority rule and the liberty of the individual.
>
> We welcome the revolutions in Russia, Germany, Austria and Hungary, but those revolutions must not create conditions which replace one tyranny by another. A revolution which does not establish liberty is not a revolution towards socialism. Unrest must always be in the main constructive, not destructive, and must be inspired by a definite conception of social reorganization.

At the present time Uruguay is the country where shoes are the cheapest. This is due to the extensive use of machinery and the development of the Uruguayan tanning industry. Three-fourths of the leather used in local shoe factories is tanned in Uruguay and tanners are even exporting sole and patent leather. It may be said that the only shoe leathers imported in quantity from abroad at the present time are glazed and colored kid and colored calf. Other classes of leather, such as box calf or vici, upper, chamois, sheep calf, matte calf, etc., are turned out by Uruguayan tanneries.

Nature provides a compensation for every misfortune. The internecine troubles of the labor movement keep us from worrying about our troubles with the natural enemy.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

NO FUNDS FOR LABOR.

(By Grant Hamilton.)

The House Appropriations Committee in the last Congress dealt the Department of Labor a terrific blow by refusing to recommend any appropriations for the Services (with the exception of the Woman in Industry Service) instituted by the Department during the war and which are vital as peace-time agencies. In marked contrast to this effort to make the Department of Labor even less effective than before the war, appropriations were provided all other Departments to enable them to broaden their work to meet developing needs.

It was evident a few days before the House Appropriations Committee made its report that a drive was being made by hostile interests to destroy the Department of Labor so far as it was possible to do so. The report of the Appropriations Committee to the House confirmed the information that an attempt was to be made to strangle the Department. The Senate did not act upon the sundry civil bill, and therefore these hostile influences have as yet not been able to carry out their program. The same sort of campaign is being prepared against the Department in the coming Congress.

The Services that are vital to the interests of the Department are the Employment Service, the Working Conditions Service, and the Woman in Industry Service.

If labor in this country desires to maintain an agency in Government to represent its interests, it will be necessary for it to make emphatic protests against the Department being stripped of the Services mentioned. Senators and Representatives should be notified officially by unions in their districts that it is the judgment of organized labor that the Employment Service, the working conditions service, and the Woman in Indufistry Service. should be maintained as peace-time organizations, with adequate appropriations. Every worker can protect his own interests and those of fellow-workers by writing his Representative and Senators in behalf of the Department of Labor.

Labor by acting in concert will be rendering valuable service to the Department of Labor, the creation of which was the result of many years of tireless effort. The American Federation of Labor is giving its full support to the end that the Services mentioned shall be retained.

WHY HOLD BACK?

According to statistics gathered by the Department of Labor, there are now being held up for various reasons 3,226 public projects, approximating more than a billion and a quarter dollars. There are also 2,999 private projects upon which work is being delayed. These approximate five hundred million dollars of construction work. Together, there is nearly two billion dollars worth of public and private construction work being held up in the country, apportioned among all the States, from Vermont's four public projects, valued at $1,032,500, to the 220 public projects in Illinois, worth $130,877,476.

This is all necessary construction work—public roads, buildings, sewers, water improvements, school buildings; in fact, everything that will enhance both the community value and the comfort of the people.

The money that is put into these undertakings will all be returned to society in different forms of wealth, in safeguarding the health and lives of the people, in educating children who are to be the future workers and builders of the Nation, in making transportation easier and quicker, in a thousand ways that we can not set down in definite, tangible form. This work requires labor. Labor is now to be had. Everywhere men are looking for jobs.

Why not put every man to work making the country more valuable and making provision for the future efficiency of our boys and girls by building the schools that are the first essential to proper education?

There isn't any reason of expediency that can justify this holding up of public work. In fact, there is every reason for beginning operations at once.

No matter what happens, the people will be called upon to pay the bill. It were far better to pay this bill in wages, to labor, and thus bringing contentment to the people, than in social payment for the dangers that may develop through a large force of idle workers.

The logic of the situation demands that the public work held up be begun without delay. That is clearly the duty of every community to itself. Labor that was prized in war should not be wasted in peace. Idleness is waste all the time.

This country does not lack initiative. Within its borders are the directing powers of vast industrial forces; within the hearts of the people is the willingness to do; within every community is the public spirit that is ready to co-operate, to act when a beginning has been made.

Then why hold back?

Start the delayed public work at once.

Years ending with the figure eight seem to have a certain fatality in the history of kings. For instance, 1568 saw the destruction of Philip II.'s hope of an extended empire; 1618 was the beginning of the Thirty Years' War, with the misery which the ambition of princes brought upon Europe. The year 1638, by the Petition of Right, marked the first real revolt of the British people against the doctrine of the Divine Right, a revolt consummated in 1648. The death of Cromwell in 1658 put a period to another form of autocracy. The first Partition Treaty, in 1698, was one of the landmarks in the history of the barter of peoples by their kings. The alliance of France and Spain with the United States in 1778 brought another democratic power into full life, and the Battle of the Nile, 1798, crushed Napoleon's dreams of an eastern empire, and several European rulers will remember 1918 for a long time.

The late Professor Lounsbury of Yale was a foe of the purist and pedant. On a summer vacation in the Adirondacks, he gazed across the lake one gray and sultry afternoon and remarked: "It looks like rain." "What looks like rain, professor?" chuckled a pedant in a rocking-chair. "I've got you there." Professor Lounsbury turned a cold eye upon the critic and answered, "Water."

THE INJUNCTION ISSUE.

(Continued from Page 7.)

their justifiable expectations. The preliminary injunction thus produces the very evil which it was intended to obviate or prevent, but for the workingman there is no remedy against the irreparable damage inflicted upon him by a temporary injunction illegally and wrongfully granted. If, during the time before the hearing, anyone in the whole world is known, or even supposed to be known to be guilty of a violation of any part of any clause of any section of an injunction, he may be summarily arrested, either then or later, and put upon trial.

In such trial he is denied the rights guaranteed to him as a citizen of the United States. A trial by jury is denied him and the judge passes sentence upon the sole ground of whether or not the preliminary injunction, issued without a hearing, has been disobeyed. The constitutional guaranties of liberty and property are denied and nullified by the judicial process. The court, after hearing the case in its own way, decides in its own way. The man is condemned to pay such fine or to suffer and undergo such punishment as the court in its wisdom may determine.

In any criminal action the law specifies the maximum punishment that may be inflicted, a trial by jury is guaranteed, but if the same offense is committed in violation of a temporary injunction, issued without a hearing, or without personal service, there is no jury trial, the punishment may be whatever the judge decrees, however much in excess of the maximum punishment fixed by the law of the State.

From this decision of the judge there is no appeal, and even if an appeal is taken upon the question of the jurisdiction of the court issuing the injunction, it is possible that the active men of the union may lie in jail during the appeal. In many cases, however, the striking workingmen are not in possession of sufficient funds to make an appeal, and generally the injury inflicted upon the defendants and those they represent is irreparable, even if the temporary injunction is eventually set aside.

In my own judgment this extension of the use of the injunction is the most disturbing factor in our national life—the darkest cloud overshadowing America. The elements who favor the injunction as applied in labor disputes are either consciously or unconsciously inimical to true democracy and are apparently in favor of what is practically a monarchical, even despotic form of government, and in favor of the limitation and restriction of the rights of the people. In all earnestness and sincerity, let me say that those who advocate further use of this injunction weapon are knowingly or unknowingly undermining the faith of the people in the Constitution and the laws of the land, and are destroying the confidence of the working people in the integrity and impartiality of the courts.

In conclusion, permit me to direct your attention to the fact that an Anti-Injunction law was passed by Congress several years ago. Also, that satisfactory anti-injunction laws were enacted in the States of Minnesota and Utah, two years ago. This year Oregon, Washington and North Dakota have already been added to the list of States which declare that the issuance of injunctions in labor disputes is not based upon law, but is a species of judicial legislation, judicial usurpation in the interests of the money power against workmen innocent of any unlawful or criminal act.

In behalf of equality, liberty and justice, I plead with you to vote for this bill. And, in doing so I want to reassert that the organized working people of California ask no immunity for themselves or for any other one who may be guilty of any unlawful or criminal act.

We do maintain, however, that we have a right to insist, and we do insist, that when a workman is charged with a crime for any unlawful conduct, he shall be accorded every right, be apprehended, charged, and tried by the same process of law as any other citizen of our great State.

OUR DUTY—NOT THEIRS.

(From the Australian Worker.)

Just now there are several people essaying to decide, amongst other things, the economic destiny of the world. But these wiseacres are forgetting one thing: The Labor Movement. And when they forget that, they forget the most vital and potential thing on earth. Let them issue their edicts. We of the working class will decide our own future.

"SAVING THE NATION."

A Connecticut legislative committee has reported favorably a bill to license Connecticut cats. It is claimed that the cats disturb sleep.

VALIDITY OF ADVANCE WAGES.

(Continued from Page 2.)

siding Judge, Henry G. Ward, was particularly called to the danger of assuming that what the master would testify to was, in fact, a stipulation of facts. The Circuit Court of Appeals, nevertheless, in an opinion written by Judge Charles M. Hough, based its decision on the same erroneous assumption of fact.

It would seem that the majority opinion of the Supreme Court in the case at bar, as to the application of this section, regarding payment of advance wages on foreign vessels while in foreign ports, was based upon what it believed to be the intention of Congress. The following is quoted from the opinion:

"The same general considerations as to the interpretation of the statute which controlled in the decision of the case of the 'Talus' are applicable here and need not be repeated."

The Court then concludes:

"But we are unable to discover that in passing this statute Congress intended to place American shipping at the great disadvantage of this inability to obtain seamen when compared with the vessels of other nations which are manned by complying with local usage."

Clearly, the error of fact as to what are the real conditions in South American ports had considerable weight with this Court in consideration of the question of the intention of Congress. Says the Court in the instant case:

"That American vessels might be controlled by congressional legislation as to contracts made in foreign ports may, for present purposes at least, be conceded."

It would seem, then, that the assumption of fact by this Court that it would put American ships at a disadvantage in obtaining seamen, as compared with foreign vessels in foreign ports, had material bearing on the case. The record, as shown above, indicates that if the master of the vessel did testify to such state of facts he would probably be committing perjury, for the testimony of all of these men, two of whom were disinterested and not parties to the action, clearly shows that the master could have employed these men directly for the ship had he desired, and there was, as a matter of fact, no such neecssity.

* * *

A reargument is urged on the further ground that this is an important question of public policy. It goes clear to the root and heart of our commercial policy. It will determine to a large degree what is to be our policy in attracting and controlling labor on our ships.

Section 4530 of the Revised Statutes, which was to have been considered in the "Strathearn" case (October Term Calendar of the Supreme Court of the United States, No. 935), applies to foreign and domestic vessels while in waters of the United States and to American vessels while in foreign ports. It gives to seamen a right that they have never enjoyed before under the laws of any other nation, to wit, one-half wages earned and due at the date of demand.

The enforcement of this provision of our statutes has attracted and is still attracting to our ships, our Flag and our citizenship large numbers of the most skillful, bravest and intelligent seamen of all nationalities. Hundreds of them find it an honor to become seamen of the United States not only, but have become officers and citizens during the last two years. These men all appreciate the advantages offered to them by this great Democracy, are willing and proud to serve in her merchant marine.

This case was advanced at the request of counsel for petitioners, and but a brief period (twenty-five minutes) was allowed him for argument.

The whole Seamen's Act is revolutionary and new; it has been much misunderstood by the District and Circuit Courts of the United States, largely because of our unfamiliarity with real maritime conditions and our lack of touch with seamen.

It is respectfully submitted that it is a debatable question whether or not the prohibition against advance wages paid on American vessels in foreign ports is a disadvantage to America. From counsel's knowledge of seamen and conditions, gained through an experience of ten years, seven of which were as attorney for the Seamen's Branch of the Legal Aid Society, he feels confident in expressing the opinion that seamen in South America and other ports will be attracted to American ships rather than to foreign ships because American shipping masters are not permitted to extract from them a month's pay; and counsel again refers to the opinion of Mr. Justice Day in the case of Wilder (supra), where a liberal enforcement of a statute extra-territorial in effect was given by this Court (211 U. S., p. 246):

"Neither the words used in the statute, 'attachment' or 'arrestment,' considered literally, have reference to executions or proceedings in aid of execution to subject property to the payment of judgments, but refer, as we have seen, to the process of holding property to abide the judgment. But we are of opinion that this statute is not to be too narrowly construed, but rather to be liberally interpreted with a view to effecting the protection intended to be extended to a class of persons whose improvidence and prodigality have led to legislative provisions in their favor, and which has made them, as Mr. Justice Story declared, 'the wards of admiralty.' Harden v. Gordon, 2 Mason, 541.

"We think too that the section is to be construed in the light of and in connection with the other provisions of the Title, of which it is a part. And we may notice that after providing against attachment or arrestment of wages, this very section goes on to enact that payment of wages to seamen shall be valid, notwithstanding any previous sale or assignment, or any attachment, incumbrance, or arrestment thereon; and that no assignment or sale of wages made prior to the accruing thereof shall bind the party making the same, except such advance securities as are authorized by this statute."

It is to be regretted, of course, that this decision was not more particularly called to the attention of the Court, but it was not assumed by counsel at the time of the argument that there could be any doubt in the Court's mind as to the applicability of this statute to vessels of the United States, where laws of a similar character controlling the relation of crew and owners and master while on the high seas, or in foreign ports, have been so fully provided and enforced in the past.

The erroneous fact did not develop as a matter of first importance until the decision of this Court made it apparent. The District Court overruled the decision of Justice Brown in The State of Maine, 22 F., 903, rendered thirty years before; the Circuit Court of Appeals based its decision on the same erroneous assumption of facts; and now it seems apparent that if another case were brought in which it was found as a matter of fact that seamen could be obtained without difficulty in Buenos Ayres on American vessels, without paying any advance, the case could be taken to this Court again on appeal.

These words in the statute, "The payment of such advance wages or allotment shall in no case except as herein provided absolve the vessel or the master or the owner thereof from the full payment of wages after the same shall have been actually earned, and shall be no defense to a libel suit or action for the recovery of such wages," have never been explained, applied or interpreted by any Court.

Inasmuch as Congress provided in the section for a penalty for paying advances in the jurisdiction of the United States, the only purpose of putting in such provision as this would be to give the section an extra-territorial effect and make proper declaration of the public policy of the United States on the subject-matter.

It has been assumed correctly by this Court that the Seamen's Act was intended to benefit not only seamen of the United States, but the merchant marine interests of the United States. The Act was conceived in the belief that under modern conditions better service from human beings employed on board a ship could best be obtained by fair treatment and a reasonable amount of liberty than by duress, oppression and slavery.

The crimp and advance-note system are the connecting links between the influences that make for the old order of control and the unfortunate victim; that the Seamen's Act should seek to destroy this vicious system is not surprising; that Congress should have endeavored to extend the Act as far as possible to both American and foreign vessels is reasonable only.

It is respectfully submitted that the conduct of merchant seamen on board American vessels and the absence of labor troubles and disputes during the progress of the war indicate that the judgment of Congress was good, that the confidence placed in its men was merited. Large numbers of seamen of foreign birth who have become citizens of the United States and officers in its merchant marine since the passage of the Act further indicate that the policy of Congress in liberating men employed aboard our vessels, giving them full opportunity for life, liberty and the pursuit of happiness according to the spirit of the Constitution and our laws, has caused their grateful appreciation, and that we, in turn, as a nation, are first beginning to feel the power of a growing merchant marine both in men and in ships.

Wherefore, on all of these grounds it is respectfully urged that to save the time of all parties concerned in bringing a new suit, in which the facts truly existing in this case shall appear on the record, and which case might be distinguished from the instant case, in the interest of our merchant marine, and in order that the policy of this Government may be definitely determined, the petition herein for a rehearing should be granted.

New York, March 1st, 1919.

Respectfully submitted,
SILAS B. AXTELL,
Attorney for Petitioners.

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International Seamen's Union of America

(Continued from Page 5.)

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Labor News

An experiment in co-operative housing is being worked out by the girls of the International Ladies' Garment Workers' Union of New York.

The United States Department of Labor at Washington, through a commission headed by Miss Alice Huntington, is conducting an investigation of living cost and other conditions in Des Moines, Iowa. The purpose is to assay the factors that bear on the cost of living with the intention of presenting legislation to Congress; Des Moines is taken as a type of many cities in the Middle-West.

In Illinois organized labor is taking a stand against the passage of a bill in the State Legislature providing for the establishment of a State constabulary. The Weekly News Letter of the State Federation of Labor contains a protest by J. H. Walker, president of the Federation, in which he declares that the "constabularies that have been created in several States where corporation interests dominate are really armed Government strike breakers."

Ten years ago the railroad payroll for the whole United States was $1,000,000,000, and the interest and dividends paid to railroad security holders was $700,000,000. Figures from Wasihngton officially state that last year the payroll was $2,400,000,000 and the security holders received $775,000,000, which shows that while the profits of the security holders are little above what they were, the receipts by labor have become two and a half times greater than they were a decade ago.

At the request of Prosecuting Attorney Hatch of Jackson, Mich., the leader of the mob that tarred and feathered a trade unionist last November was slapped on the wrist in police court and then discharged. Herbert Crawford, organizer of the Machinists' union was the victom of the mob, led by William Faupel, of the State cossacks. After Crawford was tarred and feathered Faupel left the city. The claim that an understanding was reached with public officials charged with law enforcement is given credence by the fact that the prosecuting attorney asked that the charge be changed to assault and battery. Then Faupel plead guilty and was fine $75. It is an open secret that the mob was composed of "respectable" citizens.

An alarming percentage of illiteracy among certain groups of working children is disclosed in figures made public by the children's bureau of the United States Department of Labor. These figures are based on the experience of the bureau in issuing federal certificates to children going to work in five States where State certificates were not acceptable for the purposes of the former federal child labor law. More than one-fourth, or 5,294, of the 19,546 between 14 and 16 years of age to whom certificates were issued could not sign their own names legibly. In the five States where 18,379 white children between 14 and 16 were certificated, but 742 had reached the eighth grade in school. Of 1,166 colored children only 40 reached the eighth grade. In other words, 96 per cent. of the white children and 97 per cent. of the colored children granted certificates had not reached the eighth grade.

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Alen, Hans
Abrahamson, John
Anderson, Olaf
Anderson, Martin
Andersen, Andrew
Anderson, Otto E.
Anderson, Thomas
Anderson, John Fred
Anderson, Reginald
Anderson, Charley
Anderson, Paul Walfred
Andreas, Carlin
Andersen, John
Alen, Hans
Akesen, A. R.
Anderson, Sam
Backstrom, C. F.
Barker, B.
Baptista, L.
Baumgartna, Gust
Bergen, Gustav H.
Berglund, Iver
Bergstrom, Karl
Berensen, Albert
Bjorkstrom, Saphia
Bigel, Johann
Boysen, J.
Burke, Carl
Bjornstrom, A. W.
Bugge, J.
Buegel, Johan
Brandberg, G.
Bruce, Robert
Brumley, S.
Ball, W. J.
Berg, K. G.
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Carlmark, B. G.
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Carney, James
Carrol, J.
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Clausen, Alex
Caglan, Joe
Collin, Geo.
Cunningham, James
Cormack, Wm.
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Dahlstrom, Arthur
Daly, John
Drage, John
Davis, Harold
Dean, James W.
Dutton, Henry
Dahlberg, Eric
Donovan, John
Eaton, Isaac
Ellison, John E.
Engstrom, Fred
Ellison, John E.
Eliasen, P.
Eltman, K.
Edwards, John
Ekdake, Fred
Erickson, John
Eckstrom, George
Fieldes, Wilfred
Fortig, John
Forstrom, Oskar
Forsberg, S. L.
Fosi, Andrew
Funk, Elmer
Fernquist, C. W.
Farquhar, B.
Felsh, Chas.
Gabrielsen, Peder
Gabrubsen, P.
Givens, J.
Giardal, Soren
Gassom, Joe
Grigalert, Erdman
Gronberg, Theodore
Grue, Olliver
Gullipsen, G. S.
Gustavsson, Axel
Gronseth, Johan
Gittler, Karl
Gran, A. -1116
Hansen, Siguard H.
Hein, John
Holmstrom, Harry
Houston, Bobert
Hvid H. P.
Hilliard, C. R.
Hansen, Adolf
Hanson, Jorgen
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Jacobsen, Oscar
Jacobsen, Adolf
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Johnson, Richard
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Jensen, Henry
Jorgeson Fredrick
Jensen, Hans
Johson, E. C.
Johnsson, Gust
Karlson, Erick
Karlson, Ingvald
Karlson, Arvid
Keane, John
Koilema, Mees
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Kaskinan, W.
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Kuten, A.
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Kroon, Zion
Kruger, Gusta
Karlson, G. A. -1190
Knudsen, B.
Larsen, Hans
Larsen, L. A.
Larsen, Martin
Larsen; Sigurd
Lavi, Waino
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Bedford, A.
Bjork, Gustav
Brandt, Arv.
Browen, Alexander
Burmeister, T.
Bjerk, G. T.
Brun, Mattia
Brant, Max
Barrot, G.
Brandt, H.
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Bohm, Aug.
Davis, Jonh
Doll
Eliassen, H. C.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Holm, Wm.
Halvorsen, Elmer
Huse, E.
Jansson, John
Jansson, J. A.
Jeandeville, P.
Johanssen, John F.
Johnson, Hilmar
Khamp, S.
Kallas, O.
Kennedy, J. R.
KanKaanpaa, J. E.
Lindroos, A. W.
Malkoff, Peter
Meiners, Herman
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Pedersen, Alf.
Pedersen, N. B.
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Rank, A.
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Rosenblad, Otto
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Svenson, B.
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Sundquist, Walter W.
Torin, Gustaf A.
Thompson, Alex.
Valfors, Arvid
Williams, T. C.
Wilson, W.
Wendt, Walter

INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

11-6-18

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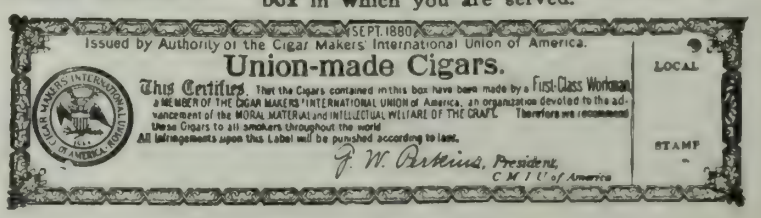

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INFORMATION WANTED.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

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Ahren, Wm. J.	Mikkelsen, Harry
Backman, Peter W.	Mortensen, R.
Bjork, Rudolf -2206	Murphy, Francis Leo
Bohm, Franz	Nordman, Alek
Christensen, H. P.	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Elliot, Austin A.	Nogat, E. G.
Eriksen, C.	Nelson, Harry
Guildersen, W. E.	Oglivie, Wm. A.
Guthrie, V. A.	Olsen, Kristian
Geiger, Joe	Pope, Herbert
Graaf, John D.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, Frank A.
Hauschild, B	Petersen, Anton -1675
Henrikson, Wm.	Petesen, Knut
Henriksen, Geo.	Petter, G.
Hill, Chas.	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
Johnson, Karl	Rosenblad, B.
Jorgenson, Earl	Ross, Geo.
Jensen, H. T.	Samuelsen, S.
Johansen, Johan	Siebert, Gust
Johnson, C. A.	Sjolund, Victor
Kase, A	Swanson, Ernest
Kaskinen, Albert	Swenson, C. E.
Kristensen, Wm.	Thompson, Walter
Kelly, Wm	Thorsen, Ole
Knofsky, E. W.	Thoresen, Ingwald
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Larsen, C. J.	Wold, Frank
Larsen, Carl C.	Ulvestad Knut
Larsen, Hans	
Larsen, Ragnar,	

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City 10-23-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

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Each member agreeing to buy at least one War Savings Stamp per month.

Besides the saving—

It becomes the popular thing to do with less; to make what you have last longer.

Incidentally, it gives the Government a better market wherein to purchase things for soldiers.

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A NATION'S STRENGTH IS IN ITS FOOD SUPPLY
Eat Less — Waste nothing
Create a Reserve
AMERICA MUST FEED
120,000,000 ALLIES

INFORMATION WANTED.

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Home News

Furs worth $600,000 were disposed of at the recent fur auction in New York, when the prices that were paid are said to indicate that furs will be in the premier class of luxuries during the reconstruction period at least.

Senator Borah, opening a campaign against the League in New York, declared it to be nothing but a League of representatives of certain Governments to be endowed with the tremendous powers of making peace or war, and emphasized the single vote of the United States.

The liquor interests are planning a strenuous nation-wide campaign to have the prohibition amendment declared null and void. Levy Mayer is chief counsel for the distillers and is to direct the fight. It is suggested that perhaps Charles E. Hughes will be legal head of the contest in the State of New York.

A victory for the League of Nations is claimed as a true interpretation of the result of the election of the Democratic candidate, John H. Wilson, in the twenty-second Pennsylvania Congressional District last week. The district comprises Butler and Westmoreland Counties, which for many years have gone strongly Republican.

The National Civil Liberties Bureau, of 41 Union Square, New York City, is conducting a campaign of publicity for the purpose of gaining amnesty for all political prisoners. Its methods are dictated by the belief that there can be "no stronger argument for a general amnesty than an exact statement of the facts relative to the convictions under war statutes."

Herbert Hoover has been appointed by President Wilson as Director General of the American Relief Administration, created under the new $100,000,000 European Famine Relief bill, with full authority to direct the furnishing of foodstuffs and other supplies purchased out of the relief fund and to arrange for their transportation, distribution, and administration. Mr. Hoover was already Director General of Allied Relief under the commission sitting at Paris.

Director General Hines of the Federal Railroad Administration announced that the President had decided not to return the railroads to their owners until after the matter had been discussed in Congress and decisive legislation had been adopted. Mr. Hines made this announcement in a letter to Senators Smith and Martin, chairmen respectively of the Committees on Interstate Commerce and Appropriation, and Representatives Sims and Shirley, chairmen of the Committees on Interstate and Foreign Commerce and Appropriation.

The War Council of the American Red Cross, appointed by President Wilson on May 10, 1917, has come to an end. Henry Davison, chairman, issued a statement in which he said that during the past twenty-one about 500,000 members; to-day it has given in cash and supplies to the Red Cross more than $400,000,000; but that no value could be placed upon the voluntary service, which had been given without stint and often at great sacrifice by millions of Americans. When we entered the war the American Red Cross had about 500,000 members; today it has a full paid list of members of 70,000,000.

Domestic and Naval

The Atlantic, Gulf & West Indies Steamship Co. has declared four quarterly dividends of $1.25 on the preferred stock, payable as follows: April 1 to stock of record March 10; July 1 to stock of record June 10; October 1 to stock of record Sept. 10, and Jan. 1, 1920, to stock of record Dec. 10, 1919.

The British steamship "Juno," 1,302 tons gross, 835 net, carries about 1,302 tons deadweight, draft about 15 ft. 10 in. by 20 ft. 2 in., built at Hull in 1882, has accommodations for about 68 first-class and 32 second-class passengers, steams about 12 knots on about 30 tons, has been sold by auction in London to the Langdon S. S. Co., Ltd., London, for about £14,000.

Shipbuilding in the United States during the month of February, according to the figures of the Bureau of Navigation, Department of Commerce, amounted to 271,430 tons gross register, of which seagoing steel tonnage accounted for 206,106 tons gross (47 vessels), wooden seagoing tonnage 58,095 tons gross (26 vessels), a total of 73 vessels of 264,201 tons gross. Non-seagoing tonnage amounted to 62 vessels of 7,229 tons gross.

The British Board of Trade has issued instructions regarding the subdivision of British passenger ships to conform to the standards of the International Conventions of 1914 and the subsequent report of the Bulkheads Committee. Shipowners and shipbuilders are now finding that the large amount of technical work required in carrying these instructions into effect involves serious delay in the passing of plans. It would undoubtedly expedite matters if similar powers were given to the registry societies to deal with subdivision to those they now possess in connection with load lines.

It is estimated that upwards of 100 British steamers have gone to the Continent to be repaired. A remarkable fact is that Belgium, in spite of her disorganized state up till quite recently, has set about renewing her machinery and other appliances for ship-repairing, and is making rapid progress in that direction. Norwegian owners who handed over their vessels to the British Government are taking them back again after survey without being reconditioned under a special agreement as to repairs. Many of them have been brought into requisition which, though suffering from defects of a minor character, are quite seaworthy.

Since overtime work was stopped, not much has been heard about speed records in building ships. From Japan, however, comes a story about building a 9,000-ton d. w. boat in 29 days, back in October. The story is given in the Times (London) and is based on an alleged performance of the Kawasaki Dockyard Co., of Kobe, with the S. S. "Raifuku Maru." The keel of this boat was laid down at 7 a. m. on Oct. 7 last; the vessel was launched at 6 a. m. on Oct. 30. The official trials were successfully carried out on Nov. 5, and within a few days she sailed laden for South America. The length of this vessel is 385 ft., beam is 51 ft., and moulded depth is 28 ft. She attained a mean speed of 14.39 knots on the two trial runs of three miles each. The whole of the construction was carried out under the survey of Lloyd's Register.

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Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Adolfsen, John
Ahlburg, Max
Ahlstrom, Andrew
Ahokas, I.
Akerman, V.
Albert, John
Alne, G.
Amnell, A.
Amundsen, A.
Andersen, A.—2031
Andersen, C. Frank
Andersen, E. B. -2114
Anderson, A. -1819
Anderson, E. -1358
Anderson, Erik
Anderson, Gust
Anderson, John
Anderson, Nils F.
Anderson, Otto
Anderson, R. P.
Andersson, O. L.
Andersson, C. J. -2185
Andreasen, H. -1477
Andresen, Almar
Anguiano, Rest.
Antonsen, Arthur
Aris, John
Aronis, J. D.
Arvidson, Nels
Arvidson, H.
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Astlund, John
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Augustine, Herman
Augustson, A. H.
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Auslitz, J.
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Axelsen, Geo.

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Ballah, Lee
Barlow, Rob.
Bassen, Geo.
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Benson, Helge
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Berg, Siegfrid
Bergqwist, W.
Bittner, R. -1795
Bjellard, E.
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Brander, Billy
Braumiller, Carl
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Bugel, Joh.
Bye, D.
Bye, Alf

Carlera, Peter
Carlson, E. -1769
Carlson, G. R. -776
Carlson, H.
Carlson, E. S. -1769
Carlson, Oscar
Carlsson, J. -1763
Carter, Sidney
Castelein, F.
Catechi, C. V.
Chalmers, James
Chilcott, Geo.
Christensen, Fred
Christensen, L. P.
Christensen, V.
Christensen, A. J. P.
Christensen, Oskar
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Christopher, J.
Cochrane, Rob.
Conradtsen, K.
Cornelius, L.
Corron, G.
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Cowden, Len
Crane, H.
Crew, E. G.

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Dahlgren, W. A.
Dahlquist, F.
Dahlstrom, Arthur
Danielsen, Erik
Danielsen, L. M., -583
Darrak, Kenneth
Darwick, Th.
Delange, Ingf.
De Rady, Henry
Deswert, William
Devenay, Edw.
Deur, Leo Le
Drasbeck, Carl
Dudley, Will
Dwyer, E. J.

Edgarton, Jack
Edmann, O. -557
Edwards, John
Egan, J.
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Engstrom, Carl
Enstrom, Chas.
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Eriksen, Ole
Eriksson, Gustaf
Eriksen, Guttorm
Erikson, J. E.
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Evensen, Martin
Evensen, Alex

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Gregg, Oliv.
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Gundersen, Andreas
Gundersen, K. -899
Gundersen, Ole
Gunderson, E. -1032
Gurek, B.
Gustafsen, A.
Gustafson, G. B.

Hackensmith, R. C.
Hagen, G.
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Hallen, Victor
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Halvorsen, Hans
Halvorsen, O. -1672
Halvorsen, T.
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Hansen, A. -2644
Hansen, Geo.
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Hansen, Hans M.
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Hansen, M. -968
Hansen, W. -1969
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Karlsson, John
Karlson, Oskar
Karlsson, August
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Loughrey, C. W.
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Lugar, Jack
Lund, Axel
Lund, Frank
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Lund, Olai
Lund, Victor
Lundberg, Th.
Lundberg, Allan
Luoto, Waino

Madsen, T. L.
Madsen, Jack
Madsen, W.
Magnuson, J. -2857
Mahler, Hans
Malmin, Tom
Martin, John B.
Maymsen, H. R.
Mazel, Emil
McLeod, John
McNair, H. S. S.
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Moore, J. M.
Moore, M. H.
Morris, O. R.
Morrison, Phillip
Mortensen, -2191
Munroe, A. J.

Nanburg, Gus
Nannestad, A.
Nelsen, Rangval
Nelson, Ernest
Nelsson, Nels
Ness, E.
Newton, A.
Nickolsen, L.
Nielsen, H. J.
Nielsen, E. S. -1116
Nielsen, Kristian
Nilsen, C. C.
Nilsen, Carl
Nilsson, Reinholdt
Nilsson, A. -1176
Nordenberg, A.
Nordstrom, E.
Norkvist, Karl
Nielsen, H. P. R.
Nunes, C.
Nurmi, W.

O'Connor, R.
Olafsen, O. B.
Olausen, K.
Olausen, Louis
Olsen, Charley
Olsen, Hans
Olsen, Andrew
Olsen, N. -1372
Olsen, O. -1325
Olsen, Harry
Olson, Albert
Olsen, Edw.
Oldow, Stanley
Olson, G. -562
Olson, Adolf
Olson, Axel
Olson, Ole E. C.
Olson, Peter
Olssen, James
Oord, W.
Oosten, B.

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Paulsen, Aksel
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Pedersen, Eugen
Pedersen, K. A.
Pedersen, Otto
Pedersen, E.
Pedersen, Eysten
Pederson, Torvald
Pendlebury, T.
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Perks, Fred
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Petersen, Geo.
Petersen, O. -1595
Petersen, V. -1949
Peterson, M.
Peterson, Gus
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Sorensen, S. P.
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Stinessen, H.
Stout, Rob.
Strand, Alf.
Strom, K.
Stromblad, Olaf
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Svensen, Geo.
Swanson, J. -2907
Swanson, Sigr.
Syversen, Ansgar

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Taper, A. -1115
Tell, A. E.
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Nelson, A. -1092
Olesen, Chas.
Olsen, H.
Olsen, Ole
Olson, Knut
Paal, K.
Peterson, Knut
Ryger, H. W.

INFORMATION WANTED.

Albert H. Roberts, a member of the Sailors' Union of the Pacific, last heard of in Callao, Peru, April, 1918. Anyone knowing his whereabouts will please notify Mrs. John Jordan, 1815 Twelfth avenue, Seattle, Wash. 3-26-19

H. Lincoln and Joseph E. Reed, who were seamen on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., or boatswain John Wallin, U. S. Marine Hospital, San Francisco. 1-8-19

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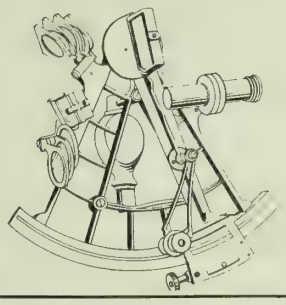
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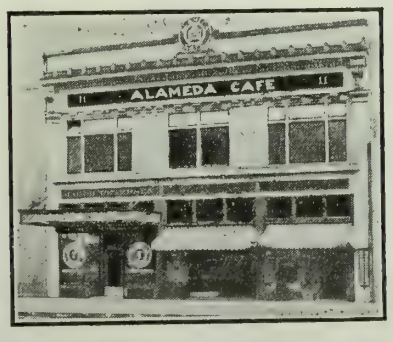

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COMMERCIAL SAVINGS TRUST

News from Abroad

A new shipyard is being laid out in Finland at Nystadt on the Bothnian Gulf coast. A capital of 2,500,000 mks. ($500,000) has been subscribed, and steel ships of 3,000 tons d. w. are to be built.

Official returns show that 154 Greek steamers of 399,000 tons, and 126 sailing craft of over 12,000 tons, were sunk during the war. The value of these lost vessels is assessed at $200,000,000.

In Vienna there has been formed an association for the promotion of a League of Nations on the lines laid down by President Wilson; former Ambassador Dumba is one of the presidents of this Austrian association.

Thomas W. Gregory, the retiring Attorney General of the United States, is with President Wilson in Paris as general adviser and assistant at the Peace Conference. Mr. Gregory expects to be in Paris for thirty or forty days.

A salvage concern has been registered in London to be called the All Seas Marine and Salvage Co. The first directors are Mr. H. B. Sedgwick and Lt.-General Ed. Bethune. The capital of the company is £200,000, of which £190,000 are to be 8 per cent. participating preference shares.

The American military mission which has been in Silesia for the purpose of investigating the counterclaims of Poles and Germans regarding the nationality of the population, and also inquiring into general conditions there, has finished its labors and returned to Paris to report to the Peace Commission.

It is reported that the Allies in conference on Greek affairs debated the new situation to be created in Asia Minor, and that a general plan was adopted for the dissolution of the Ottoman Empire, the internationalization of Constantinople and the straits, the creation of a Turkish state in the center of Asia Minor, and the liberation of all nationalities from the rule of Turkey.

A threat of Irish opposition to President Wilson and to the ratification of the League of Nations in Congress was made in Paris on the 7th, by Sean O'Ceallaigh (John O'Kelly), the delegate of the provisional Irish Republic to the Peace Conference. He insisted that the Irish influence in the United States could stop ratification of the League of Nations in Congress.

Andre Tardieu, one of the French delegates to the Peace Conference, has stated that there will be no Prinkipo Conference; he said the Bolsheviki had failed to comply with the conditions laid down by the Entente as to a suspension of hostilities, and that the Allies have in view new methods of restoring order in Russia and are examining available means to carry out this purpose.

As nearly as can be estimated, the output of coal in Great Britain in 1918 amounted to 227,040,500 tons, being a decrease, compared with 1917, of 21,432,500 tons. Exports (including the coal equivalent of coke and manufactured fuel) amounted to about 35,000,000 tons, a reduction of 3,501,000 tons. Consequently, the balance left for home consumption (including foreign bunkers—about 8,908,500 tons) was 192,062,600 tons, being 17,909,400 tons less than in 1917.

With the Wits

Conductor (glancing at ticket offered)—We don't stop there. That's for the pawnbroker.—Awgwan.

"Say, Pa?" "What is it?" "If we take kitty on the boat, will we have to have nine life-preservers?"—Judge.

Guinea Hen—My singing evidently does not appeal to you? Robin—singing? Suffering cats! What you mistake for vocal cords is merely a filing device."—Buffalo Express.

"I wish I knew what I could use these tiny pieces of cloth for," mused the wife. "Make guest towels of them," observed the husband.—Life.

"Do you believe in prohibition?" "Believe in it!" echoed Uncle Bill Bottletop. "I've gotto believe in it. At present it's one of the most obvious facts in our community."—Dallas News.

Robert—Mother, was Robinson Crusoe an acrobat? Mother—I don't know. Why? Robert—Well, this book says that after he had finished his day's work he sat down on his chest.—Tit-Bits.

"You make life a burden to me," said the busy man to the persistent life insurance agent.

"In that case you can't take out this policy any too soon."—Louisville Courier-Journal.

"I can't see that giving the freedom of the city to a feller does him any good." "Didn't in the old days. Might amount to something in case of a man with a speedy automobile."—Louisville Courier-Journal.

Flannigan (listening to new jazz record)—What kind iv music de ye call that, Norah? Daughter—That's a fox-trot, daddy. Flannigan—An' how many tin cans did th' fox have tied to his tail when he throtted?—Buffalo Express.

"Do you find public office an easy berth?" "I shouldn't exactly call it a berth," said Senator Sorghum, thoughtfully. "It's more like a hammock; hard to get into comfortably and still harder to get out of gracefully."—Washington Star.

"What's coming off out in front there?" asked the proprietor of the Tote Fair store in Tumlinville, Arkansas.

"A couple of fellers from Straddle Ridge swapped mules," replied the clerk, "and now each is accusing the other of skinning him."

"Well, then, why don't they trade back?"

"I reckon they are both afraid of getting skinned again."—Kansas City Star.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 31. SAN FRANCISCO, WEDNESDAY, APRIL 9, 1919. Whole No. 2533.

SEAMEN'S ACT CONSTITUTIONAL

Circuit Court of Appeals at New Orleans Decides in Favor of Seamen

Readers of the Journal will recall that the United States Supreme Court in the Dillon vs. "Strathearn" case, relating to the constitutionality of the Seamen's Act, dismissed the entire subject on a technicality. The Supreme Court apparently did not care to finally pass upon the case, perhaps in view of the negotiations of the Peace Congress or for other reasons. At any rate, the certificate which had presented the question of constitutionality was sent back to the United States Circuit Court of Appeals for the Fifth Circuit.

The latter court has now tried the case and decided all the constitutional points involved in favor of the Seamen, and it will be the law of the land unless the shipowners take it up to the Supreme Court of the United States. In other words, the Seamen have placed the shipowners in the vocative. They are now compelled to take it up themselves to the Supreme Court if they wish a reversal.

The opinion of the Circuit Court follows, in full:

Number 3140.

IN THE UNITED STATES CIRCUIT COURT OF APPEALS, FIFH CIRCUIT.

JOHN DILLON,

Appellant.

vs.

STRATHEARN STEAMSHIP COMPANY, CLAIMANT OF STEAMSHIP "STRATHEARN,"

Appellee.

Appeal from the District Court of the United States for the Northern District of Florida.

Silas Blake Axtell, L. W. Nelson, W. J. Waguespack, and H. W. Waguespack, for appellant.

J. E. D. Yonge (W. A. Blount, A. C. Blount, F. B. Carter, and Ralph Jas. M. Bullowa, on the brief) for appellee.

Frederick R. Coudert and Howard Thayer Kingsbury, specially appearing on behalf of the British Vice-Consul at Pansacola, Fla., as amicus curiae.

Before Walker and Batts, Circuit Judges, and Beverly D. Evans, District Judge.

WALKER, Circuit Judge:

This is an appeal from a decree dismissing the libel of the appellant, John Dillon, against the British Steamship "Strathearn" to recover the wages the libellant had earned as a carpenter on that ship prior to the date of his demand from the master of the ship, made two days after its arrival in the port of Pensacola, where the ship delivered cargo, of one-half part of the wages he had earned, which demand was not complied with. The action of the court was the result of its conclusion that the demand was prematurely made, having been made within less than five days after the arrival of the ship at the port where the demand was made, though no such demand had previously been made, and the appellant's service and the ship's voyage had begun several months before. The "Strathearn," 239 Fed. 583. The following is the provision of the Statute:

> "Every seaman on a vessel of the United States shall be entitled to receive on demand from the master of the vessel to which he belongs one-half part of the wages which he shall have then earned at every port where such vessel, after the voyage has been commenced, shall load or deliver cargo before the voyage is ended and all stipulations in the contract to the contrary shall be void; Provided such a demand shall not be made before the expiration of nor oftener than once in five days. Any failure on the part of the master to comply with this demand shall release the seaman from his contract and he shall be entitled to full wages earned. * * * And, provided further, that this section shall apply to seamen on foreign vessels while in harbors of the United States, and the courts of the United States shall be open to such seamen for its enforcement" Sec. 4, 38 St. 1165.

The provision that "such demand shall not be made before the expiration of, nor oftener than once in five days" is not to be given the effect of requiring that five days must have elapsed after the arrival of a ship at a port where it loads or delivers cargo before a demand for half-wages can be made with the effect given to it by the statute. Evidently the intention was that such a demand should not have the effect given to it by the statute if it is made within five days "after the voyage has commenced," or if made sooner than five days after the making of a previous demand contemplated by the statute. The appellant's demand was not premature.

The decree appealed from is sought to be sustained on other grounds, of which mention will be made.

It is contended that the appellant was not within the terms of the statute, because he was a British subject, who shipped on a British vessel in a British port. There is nothing to indicate that the word "seamen" in the clause, "that this Section shall apply to seamen on foreign vessels while in harbors of the United States," etc., was intended to include only seamen of this country, or that that clause was intended to have the same meaning it would have had if, instead of the word "seamen" the words "American Seamen" had been used.

Another clause in the same sentence—"and the courts of the United States shall be open to such seamen for its enforcement"—makes it quite plain that foreign seamen are within the provision. It cannot be supposed that the last-quoted clause would have been inserted if only seamen of this country had been in contemplation.

Legislation was not needed to open the courts of the United States to them. Provisions of the act looking to the abrogation of treaties containing provisions inconsistent with it are indicative of the legislative intention to make such provisions as the one in question applicable for foreign seamen while in the ports of the United States.

The circumstances that the title of the act shows that a part of its purpose was "to promote the welfare of American seamen in the merchant marine of the United States" is not indicative of an intention to make the provision in question applicable to American seamen only. It well may have been regarded that competition of American seamen in foreign ports with foreign seamen for service on foreign vessels would be hampered if in American ports only American seamen had the right given by the provision in question, so that on that ground the services of foreign seamen would be preferred by foreign vessels destined to American ports.

By the articles signed by the libellant in Great Britain he agreed to serve on a voyage not exceeding three years duration to any port or places within designated limits, which included ports of this country, for stated wages, which, less advances made, were payable on completion of the agreed service, which had not been completed when the demand for half of the wages earned was made.

In behalf of the appellee it is contended that if the provision in question is so construed as to be applicable to the case at bar, it is invalid on the ground that it is one not within the legislative power of the United States to make, in that it undertakes to nullify contracts entered into between foreigners in a foreign jurisdiction in which such contracts are valid and enforceable. The enforcement of the provision in question in behalf of a foreign seaman situated as the appellant was does not have that effect. From the fact that a contract is valid and enforceable in the jurisdiction in which it was made it does not follow that it is effective to govern the relations of the parties to it while they are in another jurisdiction with the law or public policy of which it is in conflict. A contract may be valid and enforceable where it was made, and yet be unenforceable in another jurisdiction. Union Trust Co. v. Crosman, 245 Fed., 412; The Kensington, 183 U. S.

The fact that the seaman and the vessel are British does not prevent the American law being applicable to them while both are in an American port. Patterson v. Bark "Eudora," 190 U. S., 169. The shipping contract would be given the effect of contravening a law of the United States if it were permitted to prevent the acquisition and exercise of a right given to "seamen on foreign vessels while in harbors of the United States" by a statutory provision the terms of which make it plain that the right is given notwithstanding any contract stipulation to the contrary. The Statute in question is

not given an extra territorial operation by according to it the effect of preventing the existence of a contract made in another jurisdiction from depriving a seaman who is a party to such contract of a right given to him by statute while both the seaman and the ship are within the territory of the nation the law of which gives the right.

The foreign contract does not prevent the relations of the parties to it being governed by the law of the place where the seaman and the ship are. The law of the place where the contract was made would be given an extraterritorial operation if it is allowed to determine the question of the enforceability of the contract in another jurisdiction, the law of which forbids the enforcement of such a contract.

Another question is that if the provision in question is held to be applicable to the facts of this case it is violative of the constitution of the United States in that it deprives a party of contract rights without due process of law. The statute does not purport to affect, and does not affect the rights of the parties under a contract made in a foreign jurisdiction, except to prevent such contract standing in the way of the enforcement of the domestic law in behalf of and against parties who have subjected themselves to the domestic jurisdiction. "It is a part of the law of civilized nations that when a merchant vessel of one country enters the ports of another, for the purposes of trade, it subjects itself to the law of the place to which it goes, unless by treaty or otherwise the two countries have come to some different understanding or agreement." Wildenhus's Case, 120 U. S., 1, 11.

A contract made in Great Britain for the services of a British seaman on a British vessel which goes to an American port is not so far effective as to be enforceable in the latter place if its enforcement there would result in setting at naught the law of that place. As the foreign contract is incapable of giving the right claimed by virtue of it, the statute in question cannot properly be regarded as depriving a party to the contract of a right under it, the right claimed not being one which was conferred by the contract or otherwise.

The obligation of a contract entered into in one jurisdiction does not extend so far as to entitle the parties to such contract to be exempt from the operation of the law of another jurisdiction to which they subject themselves, which law forbids such effect being given to the contract as is sought to be given to it in that jurisdiction.

In our opinion the provision in question is not invalid on either of the grounds urged against it.

The Court erred in dismissing the libel.

The decree appealed from is reversed.

A CHANGE IN FOOD-HABITS.

Our food-habits have been changing for the past forty years. Our dietary has become both more varied and more rational. Once we ate chiefly bread and meat; now we use quantities both of home-grown vegetables and fruits. The change has, of course, proceeded with exceptional speed during the past year, owing to the exigencies of war, and it is interesting to compare to-day's diet with that of a year ago. This comparison is made for us by Dr. Peter H. Bryce, chief medical officer of the Canadian Immigration Service, in a paper read originally before the American Public Health Association, at Chicago, and now printed in "The American Journal of Public Health" (Concord, N. H., February). Dr. Bryce recapitulates the steps by which it became evident to us that we must do our part toward feeding Europe, and reminds us how this knowledge has been made to react both on consumption and production; and particularly how it has changed our food habits during the year. He writes:

"We all know that none among us has suffered from a dearth of available food, although the poor may have been injured through high prices. It is, of course, true that some corn, rye, and barley have been introduced into our bread, some glucose into our sugar-supply, and some fish into our animal-food supply; but essentially we have not seriously shifted the movable weight on the food-balance so far as our necessary calories are concerned, except perhaps to lessen their excess. C. F. Langworthy, chemist to the Department of Agriculture, Washington, is quoted as saying that we ordinarily eat three times as much meat as we need, and that saving is possible is seen in the fact that Canada's excess-meat export last year, with fewer animals grown, was enough to feed 500,000 soldiers at the front.

"Now, with these facts before us, we naturally inquire what changes have taken place in our use of foods. All will at once turn to what he is personally cognizant of, viz., the war-garden. Professor Taylor, in illustrating the means by which hard-pressed Germany has been able to carry on, tells us that her population, through each urban dweller having been given a plot of suburban land to cultivate, have supplied at least 30 per cent. of the food necessary for their sustenance. How much this has meant will be understood when we remember that before the war 70 per cent. of the whole population in Germany was urban. Now, in less degree indeed, because the necessity has not been so pressing, all have turned to war-gardening in America. It is difficult to get complete statistics, because so many people have simply enlarged their previous former gardening, and these have been, of course, the most efficient. However, the Food Board of Canada reports an estimated total of 15,000 acres under cultivation in 1918, based on five times the acreage in 1917.

"In the Northern States and Canada undoubtedly the greatest increase has been in the potato crop. Germany, indeed, has long appreciated the value of this source of food.

"Fortunately, it is food so simply grown that many of the wage-earning class have been able to provide enough to supply their own household requirements, while, cooked in the usual way, it serves as the most important item in replacing our bread-supply.

"Incidentally, it may be stated that the use of the sweet potato and the banana in the South is in the same category, and, as Professor Prescott states, the banana at five cents per pound is, next to dried beans and bread, the cheapest food when measured in calories or fuel-value. But the war-garden has played a further use in its supplying food during the summer, from the earliest onions, lettuce, beets, peas, and beans, to the later corn, tomatoes, carrots, parsnips, and celery, all of which in succession have supplied material for canning and drying up to the needs of the many householders. In addition to home products, it is probable, too, that the output of the canning companies in these and other vegetables and fruits has been notably increased and will be made auxiliary, as canned goods, to the overseas supplies for the Army."

In addition to the war-gardens, Canada has seen during the year, Dr. Bryce tells us, a notable increase in the home consumption of fish. Possessed on both coasts of valuable fisheries, Canada until recently has allowed this source of food and wealth to remain undeveloped. To indicate how rapidly this source has been utilized, Dr. Bryce states that since the Food Board took up the matter seriously, the number of licensed wholesale fish establishments in Canada increased from 900 to 1,550, while 55 per cent. of the total Western fish catch was consumed at home as compared with 15 per cent. the previous year.

The highest spire in the world is that of Ulm Cathedral, which is 530 feet in height. It was completed in 1890.

UNCLE SAM'S BIG GAME HUNTERS.

Every small boy who owns an air-rifle will begin plans for the future when he hears that the United States Government actually employs keen-eyed followers of Daniel Boone and Kit Carson to shoot wolves, mountain lions, grizzly bears, and other marauding but interesting beasts. There is a permanent staff of between 250 and 350 professional hunters connected with the Biological Survey of the Department of Agriculture, and all that these fortunate woodsmen, plainsmen, and mountaineers have to do is to shoot the animals that prey on sheep and cattle in the Western States! "Think of being paid a salary to hunt big game!" enviously cries the editor of *Outing;* "that's our idea of a good job!" Since the fall of 1915, when this corps of hunters was organized, it has done considerable execution:

The bag includes 60,473 coyotes, 8,094 bobcats, 1,829 wolves, 201 mountain lions, and 137 bears. The Government receives a neat little income from the pelts, too. For one year's kill this amounted to about $100,000.

Let us see just what damage a predatory animal can do. Take, for example, the case of one Wyoming stockman. Last May two male wolves visited his ranch and got away with one hundred head of sheep and seven colts. Then they turned their attention to the rancher's neighbor and hit him to the tune of fifty sheep. A Biological Survey hunter ran the marauding pair down and killed them.

Here are the Government's estimates of the annual depredations among cattle and sheep by a single predatory animal: wolf, $1,000; stock killing grizzly bear, $500; mountain lion, $500; bobcat, $50; coyote, $50.

ELECTION EXPENSES.

This story of the election expenses of a Georgia man who was defeated for county commissioner in the recent primary reaches us by way of the Newark *Ledger* in a dispatch from Atlanta. His sworn statement runs:

Lost 1,349 hours sleep thinking about the election. Lost two front teeth and a whole lot of hair in a personal encounter with an opponent. Donated one beef, four shoats, and five sheep to a county barbecue. Gave away two pairs of suspenders, four calico dresses, $5 cash, and thirteen baby rattles. Kissed 126 babies. Kindled fourteen kitchen fires. Put up four stoves. Walked 4,076 miles. Shook hands with 9,508 persons. Told 10,101 lies, and talked enough to make, in print, 1,000 volumes. Attended sixteen revival meetings, and was baptized four different times by immersion, and twice some other way. Contributed $50 to foreign missions, and made love to nine grass widows. Hugged forty-nine old maids. Got dog-bit thirty-nine times, and was defeated.

"Conscription? Away with it! Misbegotten by a Prussian out of the cadaver of the old British Pressgang, that is the foul Dragon which is devastating Europe at this moment. Let St. George transfix *that* on the point of his spear, and the wars that may be will be clean wars, fought chivalrously by those who enjoy them! . . Kill Conscription and break the teeth of war."—General Sir Ian Hamilton, in *The Millennium,* a book discussing England's future military policy.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Unemployment Insurance Opposed.

By a vote of nine to one British trade unionists representing 700,000 workers, affiliated with the General Federation of Trade Unions, declared against "any scheme of compulsory State unemployment insurance." This is the third time since December, 1916, that the unionists have taken this position. The last declaration was made at a special general council meeting held in London.

W. A. Appleton, Secretary of the General Federation, said:

"We have always been hostile to the State interfering too much in the affairs of trade unions. If the Government pays, the Government must control. I hope we will keep away from the Government and manage this matter of unemployment ourselves. There is no such thing on earth as a non-contributory scheme of insurance; you are bound to pay through taxation, and to pay at a much higher rate because of the cost of Government administration. If a man paid 3 pence per week to the trade union for unemployment insurance the union could beat the Government out of existence with the benefit it could provide."

T. F. Richards (boot and shoe workers) said these workers were brought under the compulsory act and that it was only by the threat of a strike that the Government exempted them. The speaker said that this union was giving the same benefits as the Government's, and at a less cost, besides retaining their liberty and avoiding Government interference.

Thomas Mallalieu (hatters) suggested that the Government assist workers into the trade unions, where they could handle their own affairs with more independence and greater economy.

G. Bailey (hosiery workers) said: "We are all against the Government scheme. We want to be let alone. We can give the Government benefit on less than our own contribution would be to their scheme, let alone what the State would get from the employers. We are going to give better benefits than the Government, and we are going to charge another one-half pence a week to pay for them."

J. W. Ogden (weavers) said that when members of that organization appear before Government officials for their unemployment insurance they "have to submit to having their credentials questioned and to being generally treated as though they were dishonest." The speaker ridiculed the theory that there can be such a thing as a non-contributing system of insurance. "The money has to be found by the workers, whether it comes from the Government or not," he said.

J. Crinion (textile workers) declared that the Government's plan "means nothing more or less than the setting up of a court of inquisition. The whole scheme is for no other purpose than the taking away of power from the trade unions and establishing it at Whitehall (Government's headquarters).

H. Boothman (cotton spinners) resented the "inquisitorial questions" of Government officials. "We are quite as strong in our opposition to any extension of compulsory unemployment insurance as we always have been," he said.

Other speakers opposed the plan of forcing trade unionists to contribute when they maintain unemployment benefits cheaper than the Government and at the same time are freed from red tape and officialdom.

Official Will Urge Needed Legislation.

Although Congress failed to act on the land reclamation proposal of Secretary of the Interior Lane, that official declares that this project, as well as others needed will be urged when the next Congress convenes. In a statement the cabinet official said:

"Congress adjourned without passing any of these important national bills:

"The appropriation of $100,000,000 for providing farms for returned soldiers upon our unused lands. This measure was reported into both houses, but never came to a vote. Twenty thousand soldiers and sailors have written me supporting it.

"The Smith-Bankhead Americanization bill, providing a method by which we can overcome illiteracy in the United States and give our 8,000,000 illiterates an opportunity to read the newspapers and the Constitution of the United States.

"A measure providing for the survey of the power resources of the east as well as the west, that our railroads, industries and cities may conserve fuel.

"The general leasing bill, under which withdrawn coal, oil, phosphate and sodium lands would be opened for development under a leasing system, which has been before Congress for five years and for which there is a strong majority in both houses, as shown by the fact that a similar bill has passed each house three times.

"The water power bill, which will prevent the use of water now running to waste in our rivers and induce immediate investment in 20 States in the construction of hydro-electric plants."

Autocratic Bosses Breed Revolution.

The autocratic attitude of men like J. Ogden Armour, Chicago meat packer, breeds a revolutionary spirit in this country, declared A. F. of L. Secretary Frank Morrison, in a statement on the strike of Kansas City (Mo.) street car employees. On two occasions this company has refused to accept decisions by the National War Labor Board and it declines to deal collectively with its 2,500 employees, who are now on the streets. J. Ogden Armour holds a majority of the stock of this company and Secretary Morrison said:

"This Kansas City situation illustrates the position of the American Federation of Labor on the question of social unrest: That the cause of this unrest must be removed, rather than rely on legislation and deportations.

"Mr. Armour and his associates bring joy to the heart of every believer in revolutionary methods. The revolutionist looks upon these business men as his best propa-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22 Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

In the House of Lords on Feb. 19, 1919, Lord Islington urged the recognition of trades unions as part of the industrial machinery of Britain. They should be statutorily incorporated, be capable of suing and of being sued, and able to compel everyone in any trade to be a member of a union.

An agitation was raised in the House of Commons over the bill requiring compulsory military service. The Labor Party is opposing the bill, and Adamson, leader of this party, voiced this opposition by saying that free nations ought to be defended by free men, and not by men secured by compulsory military service.

Reports from England tell of the phenomenal increase in the unionization of farm workers. The membership of the Agricultural Laborers and Rural Workers' Union, which twelve months ago was a few thousand, is now over 100,000, and growing at the rate of 10,000 per month. When we find the farm workers of England waking up to their economic position there is still some hope for that country.

The names of the different political parties in Germany, as disclosed by reports of the recent elections, are puzzling. There is, for instance, the Christian People's party, which only succeeded in returning 87 out of over 400 possibilities, an indication that those who pharisaically label themselves are not popular in Deutschland. Then there were the "German People" candidates, of whom only 18 got home, and the Guelphs —presumably supporters of the Guelph family, of which England's Queen Victoria was a member—who scored only six representatives.

The British Labor Party Press Bureau, commenting on the appointment of a joint sub-committee of the parliamentary party and the national executive, to develop closer working arrangements between the two bodies, explains that the need for such co-operation has been deeply felt for a long time, and it is realized that the next election will very largely be fought upon the work of the party in opposition. The party, so far from being in any sense discouraged by the results of the last election, is taking up its work with enthusiasm and determination. Most of the members of the parliamentary party, though new to the House of Commons, are experienced trade union administrators, and by no means amateurs in debate.

Commenting on the firemen's quarters on the "Niagara," in the Epidemic Inquiry which is proceeding at Auckland, New Zealand, Dr. Russell, port health officer, said "it was a wonder that those who were ill there were alive. Had the disease been dreadfully contagious, he would not have expected to find anyone who occupied those quarters alive. The stewards' quarters were not quite so bad." The Queensland Worker, in commenting upon this inquiry, says: "We would like to hear Dr. Russell's opinion on the quarters of the crew on the coastal steamers of Australia. An inspection thereof would open his eyes to the overcrowded and unhealthful conditions under which the seamen and firemen eat and sleep and spend their off-duty hours."

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WORK AND VOTE
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Aalto, Harry
Albertson, Johannes
Amundsen, Pete
Andersen, Mr.
Andree, Ernest -1410
Antonsen, N. H.
Barney, A. M.
Bedford, A.
Brelen, Hans
Brogard, N.
Christoffersen, G.
Doyle, William
Eklund, Swen
Ellingson, Billy
Flotman, G. J.
Fosberg, Leonard
Franzell, A. T.
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Halvorsen, Harry
Hammarquist, Gust
Harler, Peter
Hederman, H. C.
Helin, John
Hoek, A.
Holmstrom, Fritz
Iverson, Tom
Jensen, J.
Johansen, J. -2314
Johansen, Fritz
Johansen, N. A. -1604
Johansen, Fred
Johanson, John A.
Johansen, Carl
Johnsen, John E.
Johnson, Ole
Jonassen, Johannes
Kristensen, Martin
Larsen, Klaus L.
Lato, Eley
Lechemus, Bill
Linden, Chas. F.
Lundquist, R.
Miller, John
Monson, Chas. C.
Monterro, Joe
Mortensen, Adolf
Nelson, Carl
Nurmi, Taini
Nurn, John A.
Nyberg, Eric
Olsen, A. W.
Oman, Chas. V.
Olsen, Tollef
Ohm, B.
Olsen, Amandus
Olsen, Ole W.
Olson, Andrew
Petersen, K. E. -903
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Roed, Lief A.
Rosenthal, Walter
Ross, George
Rytko, Otto
Rasmussen, T. A.
Sanders, Chas.
Spence, Oswald
Sodergren, Oscar
Stringer, M.
Salo, Oscar
Thompson, Alex S.
Thompson, M.
Thornlund, John N.
Terkki, Arthur
Thornlund, John N.
Wrig, F.
Warkkala, John
Williams, Edward
Wrig, Claus
Williams, Edward A.
Warkala, John
Zimmerman, F.
Zunderer, Theo.
Zunderer, Theo
(Questionnaires)
Berner, Albert
Christensen, Ole Martin
Doage, Sigvald
Holm, Frank
Johansen, N. A.
Johansen, Carl M.
Lindroth, Carl Aug.
Pedersen, Carl
Rehl, Chas.
Tysk, John H.

CLASSIFICATION CARDS.

Doage, Sigvald
Hingren, John H.
Hansen, Adolph
Pederson, Carl
Schlieman, J.
Tysk, J. H.

Tacoma Letter List.

Anderson, Harold F
Hanson, August -1134
Holmstrom, Carl A.
Houge, Anton -1054
Johnson, Pett
Johnson, Pontus
Kennedy, James Rea -1287 (package)
Kennedy, James Rea
Magall, Michael
Martinson, Adolp
Martinsson, E.
Meyer, Karl
Nielsen, Alf. W.
Person, Fritz
Petterson, C. H.
Sevpried, M. -2962
Swansen, Carl

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J. 3-26-19

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

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of The Seamen's Journal, published weekly at San Francisco, Cal., for April 1, 1919:

State of California,
County of San Francisco—ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared S. A. Silver, who, having been duly sworn according to law, deposes and says that he is the Business Manager of The Seamen's Journal, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Name of— Postoffice address—
Publisher, Sailors' Union of the Pacific, San Francisco, Cal.
Editor, Paul Scharrenberg, San Francisco, Cal.
Managing Editor, Paul Scharrenberg, San Francisco, Cal.
Business Manager, S. A. Silver, San Francisco, Cal.

2. That the owners are: (Give names and addresses of individual owners, or, if a corporation, give its name and the names and addresses of stockholders owning or holding 1 per cent. or more of the total amount of stock.)

Sailors' Union of the Pacific, San Francisco; not a corporation. Principal officers of the Sailors' Union: Andrew Furuseth, Secretary, San Francisco; John H. Tennison, Assistant Secretary, San Francisco.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)

None.

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

S. A. SILVER, Business Manager.

Sworn to and subscribed before me this 27th day of March, 1919.
(Seal) MARGUERITA S. BRUNER.
(My commission expires Jan. 8, 1922.)

Pacific Coast Marine.

A new innovation is to be introduced on Rogue River at the opening of the fishing season, April 15, in the form of a floating cannery. The project will be inaugurated by the B. A. Seaborg Cannery Company.

By the launching at Seattle, on April 3, of the 4200-ton barge, "Ahmik," the Allen Shipbuilding Company is the first wooden shipbuilding concern in Seattle to complete its launching program for the Fleet Corporation.

Monthly freight service between Portland and the Far East was promised by A. F. Haines, vice-president and general manager of the Pacific Steamship Company, providing the Government will release to the company two more steel ships.

The Canadian Pacific steamship "Princess May" has been sold to Ecuador interests. She was built in 1888 at Newcastle yards of Hawthorn, Leslie & Company, Ltd., and was formerly known as the "Ningchow" and "Haiting," at which period of her career she was plying in the Chinese coasting trade.

The launching, during the week, of the wooden steamer "Aburia," thirty-first hull of the Grant Smith-Porter Shipbuilding Company at Portland, Or., marked the final launching from this yard, at least under its present management, of a steamer. Three more hulls are on the ways, but one is cancelled and the other two have been ordered converted into barges.

Plans for bringing thousands of tons of Australian wool to San Diego on United States Shipping Board vessels for transshipment to Eastern mills, were announced during the week. The first vessel will arrive at San Diego in May from Melbourne with 6000 tons. Lack of available warehouse space will prevent more than two wool-carrying ships being handled a month, it is said by the port authorities.

Chief Engineer Joseph Raymus of the Key Route ferryboat "San Jose," which was burned on March 23, was suspended for six months by Inspectors of Hulls and Boilers Captain James Guthrie and Joseph Dolan. The inspectors also suspended for thirty days the license of Captain Robert Ferguson of the Shipping Board steamer "Nupolele," for negligence in connection with a collision between his vessel and the tug "Samson."

The destroyer "Boggs," completed at Mare Island, Cal., and launched during April of 1918, smashed all previous records for the cruise from Mare island to Newport News, Va., by making the trip down the Coast, through the canal and up the Atlantic Seaboard in twelve days, according to official announcement. The best previous record was fourteen days. The "Boggs" was in command of Commander H. V. McKittrick.

A. O. Anderson & Co., consignees, have received a report that the schooner "Elsie," now en route to the Columbia River from Tonga Island with a cargo of copra, had met with a misfortune and had been compelled to put in at Wellington for repairs. During heavy weather the vessel's forestays were broken, it is said. The "Elsie" is bringing 890 tons of copra, and she is expected to reach the Columbia River by the end of May.

Five fishing launches put in at San Francisco during the week from Puget Sound. They were en route to San Pedro. The vessels are operated and manned by Slavonians, and will enter into competition in Southern California waters with Japanese and Italian fishing boats. The 60-foot launches are the "Alameda," "Sunset," "Explorer," "Tacoma" and "La Touche." They made the voyage here from Puget Sound in 100 hours under their own gas.

The port of Astoria commission has awarded a contract to the J. A. McEachern Company to construct an extension of the east end of the warehouse on pier 1 of the port dock. The contract price is $33,775. The commission also tentatively approved the plans for the construction of pier 3 and warehouse, the estimated cost of which is $981.600. Provision is made in these plans for a 15,000-ton dry dock to be located at the head of slip 2.

The Coggeshall Launch Company has been authorized by the State Railroad Commission to increase its monthly rate for carrying passengers from Eureka to Samoa, Humboldt county, from $1.75 to $2. The company showed that last year the cost of operating the steamer "Antelope" on the Eureka-Samoa route was $2820 in excess of receipts. The new rate, it is estimated, will give the company a net profit of 5.4 per cent. on the cost of this vessel.

Sudden & Christenson's suit against the British Government to establish the local firm's ownership in the steamer "Edna," formerly the "Mazatlan," has been decided by the English courts in favor of the American steamship company, say private advices received from London during the week. The amount of the award was not stated. The "Mazatlan," which was used to coal german warships on the Pacific, passed into the possession of Sudden & Christenson, who sold her to Norwegian parties for $252,000. Before the vessel could be delivered she was seized by the British Government.

Lumber shipments from the Columbia river during the month of March were unusually light. Figures compiled by Deputy Collector Haddix show that twenty-one vessels loaded at the mills in the lower river district during the month and their combined cargoes amounted to 15,663,000 feet of lumber. Nineteen of these vessels, carrying 14,363,000 feet, went to California points, while two vessels laden with 1,300,000 feet are en route to foreign ports. In the same period five vessels loaded with 2,800,000 feet in the upper river district, making a grand total of 18,463,000 feet, that left the Columbia river in cargoes during the last month.

Captain T. P. H. Whitelaw, the wrecker, returned from Eureka during the week and announced that there is no possible chance left for salving the ancient wreck of the steamer "Corona." During the long years the derelict has reposed north of the jetty at the entrance of the Humboldt bay the sand has settled all about, and the decks are now submerged with this substance to the depth of at least seven feet. The machinery and equipment have rusted away and would be worthless if salved. It has been decided to let the old craft remain in the self-made grave, for the owners believe that if Whitelaw cannot save anything worth while it is useless, as a rule, to consult others.

United States customs and postal inspectors at Honolulu are co-operating with Japan in censoring all news from the Orient, according to information received at San Francisco. Passengers arriving at Honolulu, en route to San Francisco, are required by the officials to declare whether or not they carry any letters for mailing or delivery in the United States. If the letters have been passed by the Japanese censors they may be retained; otherwise they must be given up. No explanation for the action of the Federal officials was made. Many of the passengers on the "Shinyo" said that although they did not have any letters coming under the ban, they did not relish the idea of Uncle Sam's men contributing their services to Japan in keeping authentic news of conditions in the Far East from the United States. No explanation was ventured by any of the Japanese on board.

In addition to the twenty wooden steamers chartered by the Charles R. McCormick Company to carry railway ties from this Coast to the Atlantic, announcement was made that fifteen more vessels had been chartered for the same purpose. The charter rate is $16 a thousand feet, board measurement, and each vessel will carry 1,500,000 feet. It is said that the Government has use for the vessels on the Atlantic side, but if not, the local concern will be glad to have them return and additional tie cargoes will be provided for as many ships as can be spared by the Shipping Board. There is a possibility that an arrangement will be made to send wooden steamers back to the Pacific laden with Eastern coal. This class of fuel has not been shipped to San Francisco for a number of years, and the coal interests here are keen for a chance to secure a supply. With the increase of the Navy units here, the supply of good coal will have to be augmented by the Eastern fuel, and it is probable that some arrangement will be made to utilize the wooden steamers for this purpose. It is known that the coal interests have made a number of offers to the Shipping Board, but the charter rate has not been attractive enough to warrant a deal.

In a dense fog the American bark "Albert," in the morning of April 2, struck on a submerged reef eight miles north of the Point Reyes lighthouse and a mile and a half from shore. Captain H. O. Uhlberg of Alameda, master of the vessel, was drowned. The eleven men of the crew, all San Franciscans, reached shore, exhausted. The $60,000 vessel and her $100,000 cargo of leather and tallow are believed to be a total loss. The "Albert" was a three-masted bark of 624 tons net register. She was ending a voyage from Timaru, New Zealand, having sailed from there January 25. According to the latest information the vessel is actually breaking up. This was learned when the Peterson tug "Chief," Captain A. L. Barker, steamed to the scene with Captain E. L. Smith, who represented the underwriters, and Captain Edward Weider, superintendent of the Peterson Company. Ned Olson of Olson Brothers, owners of the "Albert," also went to Point Reyes. The 800 tons of tallow, which constituted the cargo of the "Albert," is largely scattered about the beach, and there will be considerable salvage. It will be necessary to collect the tallow and haul it over the roads and mountain. The salvage may cut the cargo loss of about $100,000 in half. It was fully insured. The body of Captain H. O. Uhlberg has not been recovered.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

The Seamen's Journal

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Established in 1887

PAUL SCHARRENBERG.....Editor
S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 9, 1919.

GATHERING HEADWAY.

Yep, that's what our new merchant marine is a-doing; gathering headway. The wind is hauling aft all the time, and your Uncle Samuel is giving her sheet. A few years more at the present rate of progress and we'll have a merchant marine that will make John Bull's outfit in that line look like the proverbial thirty cents.

If you don't believe that, just ask Chairman Hurley of the United States Shipping Board.

"In America you hear much about British competition," said that gentleman after his return from Europe. "In Great Britain I heard a great deal more about American competition."

Anyway, for the first time in fifty years the Stars and Stripes are again waving from the mizzen peaks and fluttering over the taffrails of American ships on all the seven seas. Ports that haven't been visited by an American ship since the days of the famous Yankee clippers have once more been invaded by Uncle Sam's handsome, up-to-date packets. From 60° North to 60° South, and clear around the world, their keels are now traversing Old Briny. To all the ports in Europe, to Africa, Asia, Australia and South America, the Shipping Board has opened trade routes. And everywhere our ships have been welcomed.

When the Shipping Board first took the public into its confidence and revealed its stupendous shipbuilding program, it was freely predicted by the doubting Thomases that it would not be possible to induce American boys to take to the sea in any considerable numbers. Americans aren't a seafaring people, they pointed out.

But, they reckoned without the Seamen's Law, foremost among Americanizing agencies. In the single year that the Shipping Board has maintained training ships for recruits, 39,000 young Americans have applied for sea training. And—get this straight—half of them wanted jobs as firemen! All of which bears out the oft-repeated contention of those who framed the Seamen's Law; to wit, make conditions of seafaring conform to twentieth century conceptions of civilization, and the American boy will again take to the sea even as his forbears of old did.

Indeed, so far has the Americanization of the personnel of our new merchant marine already proceeded that no recruits are now accepted on the Shipping Board's training ships unless they are American citizens. At that the Board estimates that 69,000 will be needed to man the ships coming out in 1919 alone, and is confident of getting them.

The American merchant marine now represents one-fifth of the world's sea-going tonnage. At the outbreak of the war in 1914, ships under the American flag carried only 10 per cent. of the exports and imports of this country. To-day American merchant ships comprise 46 per cent. of all shipping plying between the United States and foreign ports.

To be a little more specific: Seven hundred and fifty-two vessels, aggregating 1,961,839 tons, are now employed in overseas service under the American flag. Seventy per cent. of these ships are owned by the Government. This fleet is made up of 351 freighters, 84 freight and passenger vessels, 3 refrigerator ships, 7 freight, passenger and refrigerator ships, 6 colliers, 71 steam tankers, and 230 sailing vessels.

In addition to this fleet, the army and navy are operating 353 ships belonging to the Shipping Board, with a total tonnage of 1,873,581. When these ships are returned to the merchant marine it will have 1105 ships on salt water.

The 752 vessels mentioned and classified above are distributed on the following trade routes:

Africa, 38; England, 13; France, 23; Belgium, 4; Italy, 25; Switzerland, 1; Spain, 3; Portugal, 7; Mediterranean ports, 9; Sweden, Norway, Denmark and Holland, 3; Eastern Asia, 49; East Indies, 5; British India, 3; Australia, 71; Hawaii, 17; Amazon River, 27; Central Brazil, 44; River Plate, 39; West Coast of South America, 70; West Indies, 168; other Caribbean ports, 63; Mexico, 44; Alaska, 14; Canada, 12.

Yes, take it by and large, the building and manning of our new merchant marine is an achievement of which Americans may well feel proud. And only a beginning has been made so far. When the shipbuilding program of the U. S. Shipping Board has been carried out in its entirety our status as a maritime nation will be that of undisputed mistress of the seas. For it goes without saying that by then we shall also have the biggest and most powerful navy afloat.

SAILORS' WIVES.

Remember the old song, Bill, "A sailor's wife a sailor's star should be, his star should be, his star should be," etc.? And how sentimental we used to get when "Chantey" Bob sang it in a rolling bass voice that shook the roof beams of the forecastle and rattled the tin pannikins stowed away in the spare bunk?

Well, the board of directors of the Venice (Cal.) chamber of commerce proposes to go "Chantey" Bob one better, and—but let the gentlemen speak for themselves.

Showing a most commendable disposition to take an interest in the problems of human relations, the aforesaid board recently issued a circular setting forth the need on shipboard of improved sailors' quarters. The board modestly refrains from tackling the "larger features" of the question, stating that "we only take courage to present the following minor points as being of possible advantage in dealing with labor of sailors:

No. 1.—The accommodation of sailors in freight ships are without privacy or convenience. The bunks are all together and in restricted quarters. There is no possibility in them of making a "Home Feeling" such as was accomplished by the sailors in the dugouts and ditches of France during the World War.

The improvement suggested that follows is based on the observation of the men studying navigation to become officers and while acting as regular sailors on freight boats to secure sea experience.

The improvement suggested is that the sailors be provided with cabin quarters for not to exceed two men in each one. The advantage to be expected by this is the greater permanence of the sailor crews on the ships. The fact observed was that the sailors were constantly leaving a ship on reaching port with the equally constant need of securing new men not known to the officers. Besides this, ships have individuality and peculiarities that a crew learns. A crew acquainted with a ship can render better work than one not known to the officers and not knowing the ship itself.

That the cabin arrangement would diminish this constant change of sailors now so general, is shown by the crews of firemen on the ships reported on. These crews had cabins for two men to each cabin. These cabins were found to have pictures and other things showing the presence of a "Home Feeling." The firemen crews reported on stuck to the ship where sailors changed. The cost of such additional space and accommodation on a freighter, it was reported, would be negligible.

The increased interest of the sailor in the ship he is working on by the proposed change, it is believed, would increase his efficiency to an appreciable extent. We must rely on increased efficiency to offset high labor cost.

No. 2.—The least attractive forecastle sailor quarters reported on were found on Government transports. These had the regulation cubic air space provisions, but otherwise lacked privacy and conveniences. The difference between a freighter and a war vessel seemed to be quite lost sight of in arranging the crew accommodations on the freighter.

No. 3.—The suggestion was added that provision be made for sailors to take their wives or female relatives on ship board with them and to employ these when possible in some of the ship work. We have no comment to make on this proposed radical departure from western custom. It may be entirely impractical. On the other hand, women do travel and work on ships but not with western sailors. Women are carried on ships as passengers and on such ships are also employed.

Rafts going down our great rivers have had an entire family on the voyage. In the East, and especially in China, the small boats often house men's families. On our sea-going freight vessels the captains are the only ones whom we can find taking their wives and occasionally their families with them. Women passengers are, however, at times carried on freight boats.

The advantage in securing interest and efficiency in the crews by the changes suggested, might not be experienced. We merely report the idea as being possible in harmony with the modern demand for Women's Rights.

In the classical language of "Lowbrow" Mike, whadda you know about that, Bill? Going off on a long cruise and taking wifie and the kids with you just like a canal boat skipper—wow! There sure is some class to that proposition.

"Home feeling!" Well, we should snicker. Happy in the bosom of your family, and, figuratively speaking, sitting beneath your own vine and fig tree, you wouldn't care a darn how hard the winds blew or how much the old hooker wallowed around in the trough of the sea. Life would be just one blessed feast of love after another.

And, by way of varying the monotony of too much connubial bliss, there would be the curtain lectures awaiting you when coming off watch at night. Perchance, also, wifie might on occasion shy a rolling pin or piece of crockery ware at your unoffending head, like Maggie does at Jiggs in "Bringing up Father." Oh, aye; a life on the ocean wave, and being rocked in the cradle of the deep, would assuredly have no terrors for the lucky guy whose sea stock comprised a loving and devoted wife.

And, of course, when it becomes a settled policy for sailors to get married and take their wives to sea with them, the old gag about Jack having a wife in every port

won't have a leg to stand on. Trust the seagoing wives to see to that. And as for hubby flirting with mermaids—well, really, we wouldn't want to be in hubby's place if caught at it. No, sirree; safety first. And safety first demands that "a sailor's wife a sailor's star should be."

BOOSTING THE SEAMEN'S ACT.

The following resolution (Assembly Joint Resolution No. 7) was recently adopted by the California Legislature:

Whereas, It is now thoroughly understood that the lack of an adequate merchant marine was one of the important contributing features to the failure of the United States to secure for itself a proper share of the foreign trade of the world before the outbreak of the world war; and

Whereas, The United States now has the opportunity to secure a greatly increased foreign trade through the development of our merchant marine; now, therefore, be it

Resolved by the Assembly and the Senate, jointly, That the Legislature of the State of California memorialize the Congress of the United States for the extension and development of the merchant marine of the United States until it shall become the greatest of any nation in the world, to the end that the manufacturers of these United States shall be encouraged to seek the widest of world markets for goods made in the United States of America; and be it further

Resolved, That the Congress of the United States be further memorialized to the end that all of the working conditions of the employes of the merchant marine of the United States, including quarters, food, wages, safety provisions, training, etc., shall be maintained at a standard at least equal to and not lower than that established by "An act to promote the welfare of American seamen in the merchant marine of the United States and to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto; and to promote safety at sea," which became a law March 4, 1915, commonly known as the "Seamen's Act of 1915"; and be it further

Resolved, That the Senators and Representatives in Congress from the State of California be requested to use all honorable means to secure the action desired in this matter for the purpose aforesaid; and be it further

Resolved, That a copy of these resolutions be forwarded by the chief clerk of the Assembly to the President and Vice-President of the United States, to the members of the Cabinet, and to each of the Senators and Representatives in Congress from the State of California.

Bully for the Sacramento solons! In adopting the above resolution they rendered a service to American seamen—aye, to the seamen of the world—which can hardly be overestimated. The Seamen's Act just now is being attacked on all sides, and by some of the most powerful interests in the world. All the Captain Dollars of America and Europe have had their lobbyists haunting the peace conference in Paris for months past seeking to have the Act "modified" to meet their own views as to what constitutes "sailors' rights." For four long years it has been lambasted and manhandled by the reactionary press and politicians till it's a wonder there's a whole bone left in its body. Most timely, therefore, is the California Legislature's resolution. Coming, as it does, from a responsible body of men, the lawmakers of one of the sovereign States of the Union, it will strike the ranks of the seamen's enemies with all the heft and deadliness of a broadside from a super-dreadnaught. Again we say to the gentlemen in Sacramento, bully for you! May your fame spread to the utmost confines of this mundane sphere.

"In the sweat of thy brow shalt thou eat bread." Yet there are millions of people in the world right now who can't get bread even at that price. Verily, our "Christian civilization" comes high, but we must have it.

When in doubt, buy a Victory Bond.

MODERN TRANSPORTATION.

A Review of the Long Interval Between the Galley of the Dim Past and the Submersible Ship of Today.

The successful navigation of the Atlantic by the submarine "Deutschland" in the months immediately preceding the declaration of war against Germany by the United States appears to have been one of those performances of moderns which has absolutely estopped the classical sharp who finds a foreshadowing of every occurrence of today in the pages of some writer of the past from pointing out that Archimedes or some other ancient worthy had got hold of the idea, but was unable to give it practical effect for some unexplained reason or other.

It is certainly astonishing how near the ancients got to some great discoveries without actually arriving. A consensus of intelligent modern opinion would attribute their failure to their marvelous lack of exactitude. Men with minds of unmatched brilliancy permitted their imaginations to soar into regions where they saw the light, but when they emerged they refused to descend to the drudgery of finding the proof to support their visions. And thus it happened that it was reserved for moderns to make great discoveries, many of which have resulted in material achievements of such magnitude that contemplation of them has created a disposition to underrate the accomplishments of the past.

This tendency is more manifest when the subject of transportation is under consideration than at any other time. The exploits of submarines, the marvelous performances of "ocean liners," the rapidity with which land surfaces are passed over, the flights of airships have taken such complete possession of the modern mind that we are inclined to think with contempt of the means adopted by the ancients to get about, and incidentally to underrate their commercial activities. But there is plenty of evidence which proves conclusively that they did get about, and that their facilities for doing so were abundant and of a sort far exceeding in convenience, luxury and in every other particular anything enjoyed by the inhabitants of the modern world until the nineteenth century was well advanced in years.

The most of us are so accustomed to forming our judgments upon impressions derived from reading a story, or from fugitive references to ancient practices, we are apt to go astray. This disposition accounts for the fact that we can hardly conceive of the people of antiquity navigating the seas whose shores they inhabited otherwise than in ponderous galleys, laboriously rowed by slaves or prisoners. Yet it is easily established that there were regular lines of fast sailing packet ships, some of them fitted up luxuriously and capable of carrying cargoes, not as great as some of our ocean craft are able to handle, but enormous by comparison with those transported by the biggest vessels sailing the Atlantic 300 years after the discovery of America by Columbus.

The statements made by the classic writers concerning some of the big ships of antiquity were discredited, or at least lightly passed over, by historians of the eighteenth century. Their doubts were caused by their environment. Had they lived in our time and seen vessels over 900 feet in length, propelled by engines developing 80,000 horsepower, they would not have received with incredulity the statement of Callixenus that Philopater built a ship 470 feet long and with 64 feet beam. There are some details given calculated to excite surprise, as, for instance, that the ship had two heads and two sterns and seven beaks, one of which was larger than all the rest, and that she carried 4000 rowers and 400 supernumeraries, and on her deck 3000 marines, and in addition a large body under the decks and a vast quantity of provisions and supplies.

The statements concerning the motive power of these big vessels, for others are minutely described, have always puzzled modern shipbuilders. If they were only made by one or two authors they might be treated as fabrications, but writers as serious as Pliny tell us of ships with as many as forty banks of oars. McPherson, who wrote of the commerce of the ancients about the time Adam Smith was producing his "Wealth of Nations," tells of an experiment made in the neighborhood of London with the view of determining how many banks of oars could be operated, and the conclusion was reached that more than three would be impracticable. They gave the riddle up and left their contemporaries free to believe or reject authorities whose veracity is not subjected to challenge when they are speaking about things we understand.

Concerning the appointments of some of these big ships we have detailed information. One of them is described as having banqueting and sleeping rooms, with corridors on the outside running the length of the vessel and walled in with walls and windows on all sides. Evidently as much attenton was paid to decoration as is bestowed upon the most luxurious of Atlantic liners. Archimedes is credited with having launched a ship built for Hiero whose

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 7, 1919.
Regular weekly meeting came to order at 7 p. m., O. B. Holmberg presiding. Secretary reported shipping fair. Shipwreck Benefit was paid to fifteen members of the crews of bark "Albert," "Aryan" and schooner "Kitsap." The Quarterly Finance Committee reported having examined the Union's accounts for the past three months and found same correct.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., March 31, 1919.
No meeting; shipping slow; members scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., March 31, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, March 31, 1919.
No meeting. Shipping and prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, March 31, 1919.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, March 31, 1919.
No meeting. Few men around; shipping fair.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, March 31, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, March 31, 1919.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 24, 1919.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 3, 1919.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping slow. The report of the Quarterly Finance Committee, finding books and bills correct, was read and adopted.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, March 27, 1919.
No meeting. Shipping and prospects good; short of bakers.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, March 26, 1919.
No meeting. Shipping fair; few members ashore.
JOE MACK, Agent.
613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

Hartvig Hansen, No. 2464, a native of Norway, age 33. Died at sea, Oct. 4, 1918.

Johannes Helin No. 1933, a native of Finland, age 32. Died at San Pedro, Cal., April 4, 1919.

Claus Ludvig Larsen, No. 1570, a native of Norway, age 38. Died at San Pedro, Cal., March 25, 1919.

John Mathews, No. 1240, a native of Ireland, age 36. Died at San Pedro, Cal., May 12, 1918.

Herman A. Ross, No. 943, a native of Germany, age 35. Died at Levuka, Fiji, Dec. 17, 1918.

Leonard Virtanen, No. 366, a native of Finland, age 25. Died at San Francisco, Cal., April 2, 1919.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

A blow at the organized seamen, and indirectly at the organized workers in the railroad and harbor transport industries, has been struck by Edward N. Hurley, chairman of the Shipping Board, in his demand that the new billion-dollar merchant fleet, owned by the Government, shall be sold out at a sacrifice to private operators.

Hurley, who used to be president of the Illinois State Manufacturers' Association, has never shown any especial friendship for organized labor. Victor Olander, secretary of the Illinois State Federation of Labor and head of the strike committee of the seamen on the Great Lakes, compelled Hurley last year to admit that he had wholly misrepresented the situation when a strike was pending, and Hurley hastily retreated from his attack on the Seamen. Next thing the sailors heard from the Shipping Board chairman, he was sailing for Paris to arrange a scheme of uniform wages which should govern the seamen of the world. Andrew Furuseth was so suspicious of Hurley that he went right over to Europe to tell organized labor's side of the story. He is still there.

Now Hurley returns, and tries to drug the organized workers by declaring that wages cannot be lowered. He explains that American labor, on American ships, is highly efficient. Everyone knows that to be the case. Then, when he imagines the unions are calling him their best friend, he shows his hand. He proposes that the Government sell its ships at a tremendous financial loss, to private shipping companies. He proposes that Government insurance of ships be abandoned, so that private insurance, which costs more, shall have the entire field. And he proposes that the Government shall carry most of the risk of the enterprise, while private companies get the profits!

Nothing would please the enemies of public ownership of railroads more, just now, than to have Hurley put this scheme through. If the Government runs its own ships, and makes a good profit—which it has done in the case of the line from Panama to New York, owned and operated by the Panama Canal Co., a Government institution—then it will be difficult for the profiteers to prevent the people from taking over the railroads, too. Government ships, operated as an extension of Government railroad lines, would give a special advantage to the merchant fleet on the one hand and the railroad service on the other.

But there is something more than that involved. Business circles are disturbed by the railroad workers' plan—the Plumb plan—for democratic control and operation of publicly owned railroads. Suppose the railroad workers and the dock workers and the seamen, organized solidly, should come to control the operation of the entire transportation system. Where would most of our big profiteers get off? Where would they land, if this management should begin to suggest to Congress a Priority Board program to enforce better industrial conditions? Suppose a Transportation Priority Board should urge Congress to permit it to hold up shipments designed to lower the standard of living in the mining industry, for example: shipments of scab-mined ores or coal. Business men are looking ahead, and are even more frightened by "democratic control" than by "public ownership" as a labor slogan.

E. T. Gundlach, chairman of a special commission of American employers sent to Great Britain recently by the Department of Labor to study industrial relations, has just returned. He says that the demand of the British coal miners and railroad employes for the nationalization of those industries is an issue wholly apart from unemployment or wages or hours. The British government is now paying a very liberal unemployment benefit to every man who is looking for a job, but this bounty will come to an end within a few weeks, and then there will take place a much more dangerous crisis than any that has yet been met. When England faces widespread unemployment, social discontent and an absence of unemployment funds, the agitation over the possession of the big industries will be more than a mere discussion of principles.

Gundlach found the employers in England and Scotland convinced that they would have to recognize the trade unions, and that the organized workers would steadily increase their power in the industries. He said that American industrial history had in general followed the lines laid down by British experience. That fact led him to believe that American employers would come to see that labor was permanently organized and must be dealt with on that basis.

While our own Government has abandoned four-fifths of the United States Employment Service, at the very crisis of our unemployment period, Britain has made its official work on unemployment one of its chief concerns. For example, men in the engineering and machine trades, for whom the getting of jobs is now most difficult, are being held in the army, while men from other lines where conditions are better are being demobilized. One of the problems that Parliament must solve is the low wages in domestic service—so low that a girl gets more money while unemployed, from the government unemployment fund, than when working in a household.

Up in New York a number of labor organizations with 200,000 local membership have formed the United Labor Education Committee, in order to furnish the working people of the city such opportunities to enjoy good drama, music and pictures, as well as science, that they will begin at once to taste some of the fruits of industrial democracy.

They have established four centres, at each of which they give a series of lectures. With each lecture there is at least one musical selection by a first-class artist. Their Section on Music is in charge of Josef Stransky, conductor of the Philharmonic Orchestra. Moving pictures are shown—the best pictures dealing with natural science that can be secured.

Just now these discontended workingmen are selling the first series of tickets for the Workmen's Theatre, which is to furnish three plays for $1.50. A stock company of first-class actors and actresses is being formed from among the thousands in New York who are interested in this project of the workers to create their own decent artistic standards. A theatre has been secured. Ten thousand tickets will be sold. The Workmen's Theatre company will play two nights a week for the workers, at almost no charge, and will play five nights in one of the ordinary theatres, by an arrangement made by the art director of the Frohman circuit.

Selection of seats will be made by drawing numbers from a big bowl, or rather from one of three bowls, according to whether the party going together is to be one, two, or more than two. You may draw the second balcony or a box—all for the same price!

The United Labor Education Committee is stirring up further discontent, of course. It is making many thousands of trade unionists discontented with a scale of living which makes Charlie Chaplin the greatest actor within their reach, the organ-grinder their acme of musical treat, and the boss in the factory the final authority in science and political philosophy. They have actually grown so bold as to want good etchings instead of Sunday-supplement chromos in their home. An etcher is arranging to give them a lot of fine work, in series larger than the rich have ever bought, at $2 a picture instead of the usual $25 to $30.

All these new activities take money. They mean more demands in wages, more determination to raise the living standard. From the standpoint of the average employer they are damnably seditious.

Yet they are a pretty sane and sensible preparation for the conditions that our Peace Conference Labor Commission is promising. We are told that even the Italian government, and the Japanese and Chinese, now believe that they can find some way to bring their wage conditions and the standard of living of their workers to a level somewhere near the average level of the workers in Europe. When the governments send their delegates to Washington this fall, to the official launching of the work of this Labor Commission, we shall see plans presented that will at first make us imagine that we are dreaming of the labor millennium of the Orient. The radical plans for raising Orientals' wages to the Western standard will not be carried out, but they will create an agitation on this earth almost as fundamental as the Great War itself.

If the Orient can be helped to get out of her coolie condition, and if Italy's workers can be guaranteed a British or American scale of wages, then American labor can go ahead a long way on its own responsibility. These educational enterprises are substantial, permanent things. They build fighters, thinkers, constructive pioneers in the new world that comes out of the war.

Count David Ben Isaac de Kellscritta, a blood relative of the late King of Abyssinia, a Jewish negro, who was naturalized recently after entering the United States Army as a private, speaks twenty-seven languages. Private Kellscritta's only regret, and that was slight, at being naturalized, he said, was that he relinquished the nobility which has been his in Abyssinia. His knowledge of language was proved by the court interpreters, who gave him long test questions in English, French, Spanish, German, Russian, Polish, the Scandinavian languages, Italian, Greek, Arabian, Hebrew, Turkish, and various other dialects. His responses were perfect.

SINKING THE GERMAN FLEET.

The fuss made over the proposed sinking of the German capital ships which were surrendered as one of the conditions of the armistice, arises from a misconception as to the true value of these ships. To the United States and England these ships would be but white elephants, for their design is alien to every strategic conception which has guided both the U. S. Navy Department and the British Admiralty in organizing the mobile sea defenses of their respective countries. The German battleships were designed for one object only, the taking advantage of extraordinary conditions to beat the British Navy in an engagement which would have wrested the command of the seas from the British. This was to be followed by an invasion of England. Whether the propitious circumstances never arose—a not unusual thing in warfare—or whether the German Admiralty lacked the stomach to tackle the job, the fact is that the German "High Sea Fleet" was never given the opportunity to do that for which it was intended and after the Jutland fight even the idea of doing the trick was given up and the ships were stripped of essential parts needed for other purposes. To-day those ships are not even worth scrapping, because the material that might be recovered from them is not worth the labor that would have to be spent on it.

To make the German ships fit to take place in the line of the American or British battle fleets would require practical reconstruction, because, for one thing, though intended to carry each a full complement of about 1,200 men, there is berthing accommodation for only about 400 men and the bunker capacity is utterly insufficient. To call such a fleet the "High Sea Fleet" was a piece of German bluff intended to deceive the world, for its only objective was the risking of a single engagement with the British Grand Fleet. The German ships might prove acceptable to second-class naval powers like France and Italy, whose building facilities are not equal to replacing at once the losses suffered during the war. But if they intend making use of the surrendered German warships they will have to spend an amount of money disproportionate to the value received, as Japan so well learned after the Russian War, when the Russian warships sunk at Port Arthur were raised and repaired as a sop to the pride of the Japanese people, wounded by the terms of the Portsmouth Treaty. It is quite indicated that all the German submarines will be sunk and it is to be hoped that the same treatment may be given the so-called High Sea Fleet, because the final Peace Treaty ought to make such ships unnecessary to other powers after the International Conference has agreed to leave the policing of the seas to the combined fleets of America and England and steps have been taken to prevent the construction of capital warships by private means for lesser naval powers.—"Nauticus."

Possibly the tenement-house cigar manufacturer advertises his weeds by the name of "Robert Burns," "Tom Moore," "Henry George," or other friend of humanity, as a salve to the conscience of those members of organized labor who smoke them.

WOMEN WORKERS ORGANIZE.

More than 80,000 women office workers have joined trade union organizations during the past year, according to reports received by the National Women's Trade Union League at its Washington office. These are for the most part stenographers, clerks, accountants, etc., in the railroad offices throughout the country, and in the various branches of the Federal Civil Service, and they represent about one-half of the total increase in membership recorded by the Brotherhood of Railway Clerks, the National Federation of Federal Employees, and the local stenographers and office workers' unions, all of these organizations affiliated with the American Federation of Labor.

In Washington, D. C., at one recent meeting alone, 700 paid applications were received from clerks in the railroad offices, about half of these being women, and from the Government departments, 8,500 office workers, about three-fourths of them women, have been initiated into their union since January 1st.

This movement among the clerical workers is a part of what is said to be the greatest organization wave among women wage earners ever recorded in the labor movement of America. Besides the women office workers, the school teachers have been rapidly adding to the strength of their organization and the number of their local unions, under the American Federation of Teachers, which likewise is affiliated with the American Federation of Labor. In the unions also of such groups as retail clerks, garment workers, textile workers, machinists, etc., the numbers of women are known to have greatly increased, although no figures are yet available.

The spread of trade union organization among the clerical workers and school teachers, according to officials of the National Women's Trade Union League, is the more significant because it marks the expansion of the labor movement into hitherto unorganized groups and types of workers, notably in the South, where a large proportion of the gains appear, in the Brotherhood of Railway Clerks. This organization has leaped from a membership of 19,000 at the time the Government took over the railroads to a total of about 160,000 according to the last weekly report. A gain of 22,000 members was recorded in the month of January alone.

Of the more than 1100 local lodges of the Brotherhood of Railway Clerks, Washington, D. C., Baltimore, Richmond, Atlanta, Birmingham and other railroad centers of the South, as well as Harrisburg, Pittsburg, Chicago, New York and all the large northern and western railroad cities have organizations with a large percentage of women members.

Among the gains in membership by the National Federation of Federal Employees, besides the 8500 new members in Washington during the past three months, 20 new local unions have been organized since last September. In Washington, D. C., one local of 2600 members is composed entirely of women, and another has more than 9000 women members. Among the other large locals of the Federation with women members are those in New York, Boston, Philadelphia, Baltimore, Chicago, Charleston, S. C., New Orleans, and San Francisco.

BREAKING UP ESTATES.

Writing of the breaking up of great estates in England, the London Daily News records that part of the Duke of Bedford's estate was at first sold privately, and 5,000 acres was afterwards resold for £126,000. During the year £14,000,000 is the approximate estimate of the money paid for purchases of portions of the great landed estates. Among the most important estates that have been broken up were Lord Stalbridge's in Dorset, 8,000 acres, including the town of Shatfesbury, sold for £462,000; the Alton estate in Staffordshire, 5,500 acres, £196,000; the Duke of Sutherland's Scottish estates, £201,000; Gopsall Hall, one of the stately homes of England, 12,000 acres, purchased by Mr. S. J. Waring for nearly half a million; the Earl of Pembroke's estate in Wiltshire, 8,400 acres, £112,000; the Broome and Harcott estates of the Earl of Dudley, 3,200 acres, £121,000; the Duke of Buccleuch's Warwickshire estate, 3.800 acres; £150,000; Lord Anglesey's estate at Burton-on-Trent, 3,000 acres, £152,000; 6,700 acres of the Eaton estate of the Duke of Westminster, sold privately; the Lentworth Hall estate, near Lancaster, also sold privately; Lord Crewe's Spurstow estate, near Beeston Castle, Notts, 2,300 acres, £34,600; 1,800 acres of Sir Robert Peel's estate in Staffordshire, £80,000; the historic Bosworth Park estate, 2,000 acres, £88,000.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

gandists, because their hostility to any form of collective bargaining on the part of the workers makes it unnecessary for the revolutionist to prove his point that constitutional methods are of no avail.

"Mr. Armour, of course, would resent the charge that he is developing an unnecessary unrest in this country. He and men of similar mind refuse to see that whenever the American ideal of orderly processes and elemental right are replaced by autocracy, that the revolutionist is handed his strongest weapon—practical illustration."

Unrest Deveolped by Employers.

The real bolsheviki are cheap-john employers and autocratic financiers who have a seventeenth century viewpoint, writes President Perkins of the Cigarmakers' International Union in the official magazine of that organization.

The trade unionist interprets present-day conditions as follows:

"There are two kinds of bolsheviki. (We use that term advisedly and simply for convenience sake.) One is the wild-eyed and impatient red radical; the other is the despotic, autocratic, grab-it-all employer and financier. The latter is almost wholly responsible for the breeding camps that create the bolsheviki, and is more dangerous to our republican institutions, our democracy, and our destiny than is the former.

"After all is said, all must agree that the question of unrest and the creation of the destructive, radical element is absolutely an economic issue rather than a political issue. The so-called unrest, world wide in its scope, is caused absolutely by low wages, long hours, and horribly miserable working conditions of especially the migratory workers and the so-called common laborers and the unorganized. There is unrest in the republic of France, in the limited monarchy of Spain, in the republic of Russia, in the limited monarchy of England, in the republic of Switzerland, in the limited monarchy of Italy, in the republic of Germany, and last but not least, in our own glorious republic of the United States. We repeat that the cause is not the poiitical formation, but rather that it is due almost wholly to adverse economic working conditions.

"The war which we have just passed through aroused new hopes and aspirations and accentuated righteous ambitions in the minds and the hearts of the great mass of the people here and elsewhere. The avowed purpose of America when we went into the world war was to make the world safe for democracy, self-determination, and justice, and our allies accepted this as their purpose, and nothing short of the fulfillment of these pledges and a realization of the expectations of the masses will bring about a reasonable amount of contentment. A certain amount of unrest is good, but the unrest born of oppression and the withholding of natural rights, and justice long deferred breeds contempt for our laws and our institutions, and if not heeded will lead to a dangerous situation insofar as even our own glorious country is concerned.

"The cheap-john manufacturers and the autocratic financiers, who are doing business in the twentieth century and who are trying to apply seventeenth century notions insofar as the treatment of the workers is concerned, and who are the worst bolsheviki we have, will either deal with the legitimate, constructive trade union movement or with the so-called bolshevik element. This is not a threat; it is a plain statement of facts as they exist, which can not be ignored if we hope to escape the inevitable consequences."

"Give Men a Voice in Running Mines."

In the interest of the country the mine workers should have an effective voice in the direction of the mines is one of the recommendations contained in a report issued by the British Government.

Other recommendations include seven hours of work underground instead of eight, from July 16, and six hours from July 13, 1921, subject to the economic position of the industry.

The present system of ownership and operation is condemned and a substitute must be found either in nationalization or unification, by national purchase or joint control, the report says.

Wages, it is stated, should be advanced 2 shillings per shift for mine workers now under sliding scales and 1 shilling advance for workers under 16 years of age.

Another report by the mine owners, members of the commission, recommends a wage increase of 18 pence a day and a seven-hour work day.

A third report by the miners' representatives on the commission recommends acceptance of the miners' demand for an advance of 30 shillings a week, a six-hour day and nationalization of the mines.

The present movement of miners for improved conditions is backed by the unions of railway workers and transport workers, who have formed a triple alliance and made pledges to act together.

A month ago industrial conditions in England had a decidedly ominous aspect, and while unrest is yet widespread there appears an increasing tendency on all sides to discuss the question. There does not appear to be any group of influential employers who assume an attitude that would indicate they want to "fight it out."

WAITING TO BE SAVED.

There is one aspect of the Christian story that carries a profound and unorthodox significance.

The world, it tells us, was saved by a Working Man.

No great ruler was chosen for this stupendous service to humanity. Not a person of wealth and high social standing, but a plain Carpenter, inured to toil, and One who sought among the workers for companions and disciples.

I have always liked that story; the theologians have never been able to spoil it for me. It contains within it the suggestion of a grand truth, that clears up many difficulties and solves many problems when applied to the tumultuous conditions of our own times.

It is only by the workers that the world can be saved to-day.

Its mighty warriors, striding across the stage of history to the fanfare of trumpets, cannot save it.

Its well-bounded statesmen, posing in the limelight provided by their publicity agents, cannot save it.

Neither can it be saved by its high-browed intellectuals, standing aloof from the multitude in the isolation of self-conceit.

The redemption of the world must come, as in that olden tale, from the common people, from the working class.

I hope I shall live to see its coming. It will happen, I am sure, within the compass of the years I may still look forward to.

That is why I am so deeply interested in the progress of the One Big Union idea. The path of salvation opens out in that direction.

It is by the unity of the workers that the Great Change is going to be effected.

The process will be a troublous one. The Working-class Movement will not sweep onward to a swift and unimpeded climax.

There will be much internal agitation. Dissension will threaten to break our ranks, and split us up into quarreling sections.

Don't get alarmed when the situation looks serious. All we have to do is keep our heads, and go on striving for what we conceive to be the right course, however strenuously others may contend we are on the wrong track.

I have faith in such clashes of opinion. Agreement is born amidst the flying sparks of controversy.

The destiny of the working class is so unmistakable that we are bound to come together in unity, however widely sundered we may seem.

In many parts of the earth to-day the signs of cohesion are manifest.

The war appeared to wrench the workers apart. "The Labor Movement is hopelessly riven!" its enemies cried exultingly.

The organization of the European Socialists, that we thought so invincibly strong, was shattered in the cataclysm of August, 1914. Marshaled under hostile banners, the workers were transformed from friends to foes.

Armed men sprang up from the ground, as though in very deed there had been a sowing of dragons' teeth; and the green things sickened and died in the red rain that drenched their roots.

If ever there was a time to despair of the working class, it was then.

But now the horror is over, and out of the smoke and ruin the Labor Movement emerges, with a new life throbbing in its veins, and in its eyes the light of a new vision.

I don't say that our differences are at an end, that henceforth we shall all march forward together, keeping beautifully in step.

It must not be expected. A mechanical precision of that sort is not desirable, anyhow. We want unity, but not uniformity.

The Labor Movement is not an army whose members dare not think for themselves, but must obey.

Let us go on saying nay to one another, and differing keenly, for in such divergencies there is a tingling vitality that will carry us far.

Only we've got to take care that we do

not waste our strength squabbling and quibbling over things of no consequence. And we shall somehow have to sort out the essential from the unimportant, and cleave together on that, howsoever we wrangle otherwise.

Unionism is the essence of our being. And it must be a big unionism, to match the evils it has to overcome, and the regenerative tasks it must accomplish.

The world is ours if we know how to take it, and what to do with it when we've got it.

The statesmen have failed. A ghastly failure is theirs. Misery, devastation, and death are its chief assets.

Now, sitting in the midst of the horrors they have caused, they seek to figure as the saviors of mankind!

Never was there a more hideous travesty than the alleged Peace Conference on which, at this moment, the eyes of the human race are centered.

The League of Nations that the statesmen propose cannot undo the mischief they have done, nor prevent its recurrence.

For that we require a League of Labor.

An international understanding amongst the workers of the world will put an end to war; will abolish the implements of wholesale murder that the statesmen rely upon for their power; will dissolve the social system of the ruling class, which is based on Greed and enforced by the Gun.

Here is our opportunity!

If, in every land, the workers seek and find the widest form of unity, and fashion it into a virile organization, suited to their own genius and their own need, an international community of thought and action will follow.

Big unionism is what we want.

The crafts have had their day. They have done well, but their capacity for good is exhausted; they must now make way for the industries.

In Australia, as elsewhere, there are obstacles to be removed. I do not doubt that they will be. If there were mountains in the road we would shift them.

Capitalism is exposed as a system of frightfulness, tempered by the homely virtues of the crowd. We can get rid of it forever if we are sensible and determined.

Despotism has grown servile and gouty. A push will topple it into its grave.

The world is waiting to be saved.

The workers alone can save it.—The Australian Worker.

Not "What has posterity done for us?" but "What will posterity do to us" is the question that statesmanship may well consider in its treatment of the child labor evil.

The labor movement does not lack for men who can point out the promise of the future. What it too frequently does lack is the man who remembers and respects the lessons of the past.

Strict attention to one's own business is commendable; but the trade unionist should beware of carrying the rule so far as to refuse the attention he owes to the business of his fellow-workers.

Demand the union label upon all purchases!

MODERN TRANSPORTATION.

(Continued from Page 7.)

decks were inlaid with mosaics in which the story of the Iliad was illustrated in a marvelous manner. This vessel was supplied with gardens, a gymnasium, water-tight well for holding fish, and the hold, which was of great depth, "was pumped out by one man by means of a pulley operated by an engine invented by Archimedes."

When we bear in mind that the ancients were in the habit of producing big things, the pyramids, the Colossus of Rhodes, the hundred feet long painting of Nero, vast circuses, etc., there seems to be no good ground for doubting that they built big ships, and not a few of them, nor merely for show. There must have been a great deal of maritime activity during the centuries immediately preceding and following the beginning of our era, and not a few projects of importance designed to facilitate navigation were launched. The vain attempt to cut through the Isthmus of Corinth is often referred to, but the effort made by Nero to create a navigable canal from the Lake Avernus to the mouth of the Tiber is less dwelt upon. Tacitus tells us of this, and in such fashion that the attentive reader has the suspicion aroused in his mind that the sins of that Emperor were more against the taxpayers of Rome than of the sort usually attributed to him.

We have no connected accounts which would permit an extended and perfectly accurate description of the water-borne commerce of the ancients, but we get suggestions in the parenthetical remarks of Pliny which permit inferences to be drawn somewhat at variance with the idea that they depended on man-power as a means of propulsion. Speaking of flax, he remarks: "To think that there is a plant which brings Egypt in close proximity to Italy! So much so, in fact, that Galerius and Balbillus, both of the prefects of Egypt, made the passage to Alexandria from the Straits of Sicily, the one in six and the other in five days. . . . To think that here is a plant which brings Gades . . . within six days of Ostia, near Spain within three, the province of Gallia Narbonensus within two and Africa within one, this last passage having been made by Flavius when legatus of Vibius Crispus, the proconsul, and that, too, with little or no wind to favor his passage."

The concluding clause of the last quoted sentence implies that sails were not solely depended upon, but it is reasonably certain that the ships in the Roman trade were often under a heavy pressure of canvas. One of the vessels sunk in the harbor of Ostia had a mast which Pliny tells us was greatly admired. It was of fir and undoubtedly carried a big sail, for it afforded the motive power that forced through the water a craft which in addition to bearing the obelisk brought from Egypt by order of Caligula, was ballasted with 120,000 modi of lentils, a cargo big enough to tax the capacity of a good-sized modern freighter.

The regions indicated by Pliny in the paragraph above were undoubtedly served by regular "packets." We have testimony to that effect in the New Testament, and the length of time consumed in the voyages probably represents the average run. Pliny mentions sailings to more distant places, not under the jurisdiction of Rome, Taprobana, for instance, which research has identified as the island of Ceylon. He speaks of the ships engaged in this trade being differently constructed from those of Egypt and that their superior sailing qualities enabled the voyage, probably from some port near Aden, to be made in seven days. He also tells us of double-enders devised with the object of avoiding tacking in narrow channels, and intimates that they carried heavy cargoes.

These facts and others which could be added contradict the opinion once maintained that the maritime operations of the peoples of antiquity were not on a great scale. They will scarcely bear comparison with those of the present day, but there is not the slightest reason for doubting that they greatly exceeded in almost every particular the accomplishments of moderns of any period down to the opening years of the nineteenth century.—John P. Young, in the San Francisco Chronicle.

It is said that almost half of the present government of Bohemia is made up of men who have either been subjected to arrest as traitors by the Austrians or become fugitives to the friendlier soils of France, England, and the United States.

The municipality of Copenhagen intends to use about 35 acres of the property it owns near the city for the growing of vegetables for its municipal kitchens and other institutions.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

The Montgomery, Ala., Advertiser has signed a union-shop contract with the Typographical union. For over 30 years this newspaper has opposed organized labor. It conducted a "closed" shop in the true sense of the term and would not permit the employment of a member of Typographical union.

At a Pittsburg, Pa., meeting attended by representatives of nearly 100 trade unions it was decided to give every possible assistance in the campaign to organize employees in the steel and iron industry and to demand the right of free speech and free assemblage. The unionists will pay especial attention to McKeesport, whose mayor has refused permission to hold meetings.

According to official figures the total number of Americans that have taken up residence in the Province of Alberta, Canada, since 1905 reaches 275,093. The largest immigration into Alberta from the United States came in 1909-10, and numbered 34,563; the smallest in 1918-19 numbered 5,613. Hundreds of Americans have taken up Government land and have become naturalized.

Discussion of the affairs of the Osage Indians in the House Committee on Indian Affairs seems to show them to be the richest people in the world. The 2,200 of the tribe have about 1,500,000 acres of Oklahoma land, about one-tenth of which has been leased for oil purposes. There is now paid to them annually between $4,000 and $5,000 per capita from the oil production.

Wage increases for more than 30,000 members of the Amalgamated Clothing Workers of America were awarded by the advisory board which brought an end to the general strike in the men's and boys' clothing factories by recommending the establishment of the 44-hour week. The board granted $2 a week increase to week workers, 10 per cent. increase to piece workers and 12½ per cent. increase to knee pants workers. The wage increases will become effective on April 1 in factories controlled by the American Men's and Boys' Clothing Manufacturers' Association. The New York Joint Board of the Children's Clothing Trades will demand similar wage increases from independent employers, so the new wage scale will be brought to more than 75,000 workers.

Members of the Pennsylvania State police and the local constable at Coatesville, Pa., recently "deported" more than thirty Southern negroes. The men were rounded up in poolrooms and restaurants in the negro section of the town, marched to the city limits, and told to "head South and keep on going." All of these men were on foot. Nearly all were penniless. For a year or more they were employed in the steel mills at Coatesville at wages higher than they had ever received before. They were hired in Southern cities by employment agents, who paid their transportation North and in many instances promised return fare. Coatesville steel mills have never recognized the unions, and not until last fall was the eight-hour day put into effect. The National Association for the Advancement of Colored People has taken up the deportation outrages with Secretary of Labor Wilson.

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Abrahamson, John
Anderson, Olaf
Anderson, Martin
Andersen, Andrew
Anderson, Otto E.
Anderson, Thomas
Anderson, John Fred
Anderson, Reginald
Anderson, Charley
Anderson, Paul Walfred
Andreas, Carlin
Andersen, John
Alen, Hans
Akesen, A. R.
Anderson, Sam
Backstrom, C. F.
Barker, B.
Baptista, L.
Baumgartna, Gust
Bergen, Gustav H.
Berglund, Iver
Bergstrom, Karl
Berensen, Albert
Bjorkstrom, Saphia
Bigel, Johann
Boysen, J.
Burke, Carl
Bjornstrom, A. W.
Bugge, J.
Buegel, Johan
Brandberg, G.
Bruce, Robert
Brumley, S.
Ball, W. J.
Berg, K. G.
Carlson, Gust
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Cane, John
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Cunningham, James
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Carlson, J.
Dahlstrom, Arthur
Daly, John
Drage, John
Davis, Harold
Dean, James W.
Dutton, Henry
Dahlberg, Eric
Donovan, John
Eaton, Isaac
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Engstrom, Fred
Ellison, John E.
Ellasen, P.
Eltman, K.
Edwards, John
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Erickson, John
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Fieldes, Wilfred
Fortig, John
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Fosi, Andrew
Funk, Elmer
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Farquhar, B.
Felsh, Chas.
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Gabrubsen, P.
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Grigalert, Erdman
Gronberg, Theodore
Grue, Olliver
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Gittler, Karl
Gran, A. -1116
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Hvid, H. P.
Hilliard, C. R.
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Hanson, Jorgen
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Jacobsen, Adolf
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Jewell, Charles
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Jensen, Hans
Johson, E. C.
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Karlson, Erick
Karlson, Ingvald
Karlson, Arvid
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Kiely, John
Kive, Carl
Kippel, Louis
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Kuten, A.
Kristensen, Kristoffer
Kroon, Zion
Kruger, Gusta
Karlson, G. A. -1190
Knudsen, B.
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Larsen, L. A.
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Larsen, Sigurd
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Lyons, Stephen
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Liljegren, S. D.
Mahler, Hans R.
Matokka, —
McCormack, W. C.
McGillvary, B. D.
McGovern, R.
McDonaugh, E.
Matheson, David
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Messcoll, Mat
Miller, A.
Moberg, K.
Meskill, Mat.
McDonald, Wm.
McPherson, James
Muler, James
Mattson, John
Magnusen, C. G.
Mathisen, Jorgen
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Naro, H.
Nilson, Christ
Nilson, Joseph
Nilson, H. L.
Norberg, Axel
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Nordhohn, Anton
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Pramtea, A.
Punis, Anthony
Pedersen, P.
Pedersen, N. B.
Renstrom, Peter
Rasmussen, Page
Rasmussen, Peter
Rantanen, H.
Raad, Sigurd
Rontved, I.
Roskinen, Waino
Reinhold, Gustaf
Revheim, O.
Risnes, Georg
Rockower, Max
Ronkved, Oge
Ronning (Package)
Sametsen, Emil
Salversen, T.
Sheppard, Geo.
Schmidt, Emil
Smith, Geo.
Smith, Erick
Skedsma, A.
Seedsma, Billy
Stenberg, Hjalmar
Stark, Ben
Stratton, Murry
Slack, Philip
Staff, Charles
St. Clair, Thom.
Sorensen, Centon
Sorensen, Chris J.
Svenson, Nikolaus
Swanson, Ben
Syversen, Oscar
Swanson, Wm.
Sauer, Ernil
Sorensen, Henry
Schafer, W.
Sverdrup, T.
Tabiassen, Tobias
Taft, H.
Tanskoo, Otto
Tharstensen, Carl B.
Taylor, W.
Thomsen, Wm.
Tingberg, Axel
Vestgaard, John
Veen, Ole Olsen
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Williams, O. C. W.
Wilkeson, Dave
Winters, Robert
Wilson, C.
Will, Arthur
Witanen, Carl
Walker, G. E.
Waage, Bert
White, W. S.
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Damberg, Aug.
Danielson, Arthur
Doehring, Otto
Eriksen, John
Forsel, C. A.
Glynn, Frank
Guilefsen, Hans
Hagen, Louis
Hagman, Edward
Hansen, Emanuel
Hansen, J.
Hanson, Ole
Hanson, William
Jakobsen, Jack
Jewett, Charles
Johansen, Gus.
Johanson, Charles
Johanson, F. C.
Johanson, Hans
Johanson, J. G.
Kruger, W.
Kuhn, John
Larsen, Olaf
Larsen, Lauritz Gotfried
Lindberg, A.
Meyer, Hans
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Mittchel, Joseph
Morris, Frances
Nannestad, Arthur
Ode, Blom
Olsen, Johan Oscar
Olson, Anskar
Osberg, Ansgar A.
Peterson, Robert
Rod, Sakarias
Sheldon, C. B.
Simonds, J.
Steen, J. I.
Sundberg, K. K.
Taube, August
Tobi, August
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Anderson, J. A.
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Barnard, O. W.
Bedford, A.
Bjork, Gustav
Brandt, Arv.
Browen, Alexander
Burmeister, T.
Bjerk, G. T.
Brun, Mattia
Brant, Max
Barrot, G.
Brandt, H.
Bengtson, S.
Bohm, Aug.
Davis, Jonh
Doll
Eliassen, H. C.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Holm, Wm.
Halvorsen, Elmer
Huse, E.
Jansson, John
Jansson, J. A.
Jeandeville, P.
Johanssen, John F.
Johnson, Hilmar
Khamp, S.
Kallas, O.
Kennedy, J. R.
KanKaanpaa, J. E.
Lindroos, A. W.
Malkoff, Peter
Meiners, Herman
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Pedersen, Alf.
Pedersen, N. B.
Petterssen, C. H.
Hahlf, J.
Rank, A.
Risenius, Sven
Rosenblad, Otto
Stenroos, Frank
Svenson, B.
Svenson, Gustaf
Sundquist, Walter W.
Torin, Gustaf A.
Thompson, Alex.
Valfors, Arvid
Williams, T. C.
Wilson, W.
Wendt, Walter

INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

11-6-18

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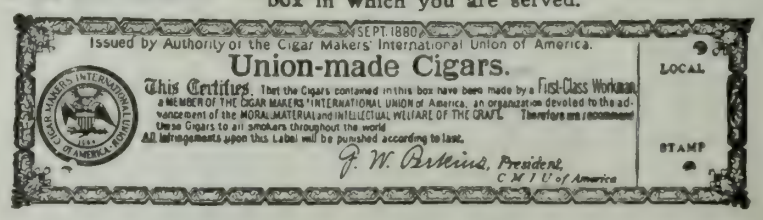

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INFORMATION WANTED.

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas
Anderson, C.	W.
Andreasen, N.	Melgant, F.
Ahren, Wm. J.	Miller, Harry
Backman, Peter W.	Mikkelsen, Harry
Bjork, Rudolf -2206	Mortensen, R.
Bohm, Franz	Murphy, Francis Leo
Christensen, H. P.	Nordman, Alek
Duret, J. E.	Nielsen, Jens
Eikland, Ole	Nilsen, Chas.
Elliot, Austin A.	Nielsen, W. -1000
Eriksen, C.	Nogat, E. G.
Guildersen, W. E.	Nelson, Harry
Guthrie, V. A.	Ogilvie, Wm. A.
Geiger, Joe	Olsen, Kristian
Graaf, John D.	Pope, Herbert
Harding, Ellis	Powell, H. A.
Hartman, Fritz	Paulsson, Herman
Hauschild, B	Peterson, Frank A.
Henrikson, Wm.	Petersen, Anton
Henriksen, Geo.	-1675
Hill, Chas.	Petesen, Knut
Johansson, Charles	Petter, G.
-2407	Rensmand, Robert
Johnson, Karl	Ruisgaard, Soren
Jorgenson, Earl	Rosenblad, B.
Jensen, H. T.	Ross, Geo.
Johansen, Johan	Samuelsen, S.
Johnson, C. A.	Siebert, Gust
Kase, A.	Sjolund, Victor
Kaskinen, Albert	Swanson, Ernest
Kristensen, Wm.	Swenson, C. E.
Kelly, Wm.	Thompson, Walter
Knofsky, E. W.	Thorsen, Ole
Kulik, John	Thoresen, Ingwald
Laatzen, Hugo	Toomey, Paul
Larsen, C. J.	Tuhkanen, Johan J.
Larsen, Carl C.	Wold, Frank
Larsen, Hans	Ulvestad Knut
Larsen, Ragnar,	

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

INFORMATION WANTED.

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Home News

The United States informed the Allies on the 7th that we will be satisfied with the amounts collected by the Alien Property Custodian, (probably over $700,000,000), and will not ask for further reparation from Germany or Austria.

The United States Tariff Commission has issued a report on reciprocity in commercial treaties covering the experience of the United States and other countries since 1854. It recommends that the United States treat all countries on the same terms with respect to tariffs, and in turn require equal treatment from every other country.

The new milk condensary owned by the Seattle Co-operative Market will have an output of three thousand cases of condensed milk per week. The Seattle Co-operators are planning also to produce thirty tons per week of frozen salt water fish, sole, halibut, cod, salmon, etc. The operation of a steam trawler is being arranged for.

The New Jersey State Board of Charities and Correction has recommended to the State Budget Commission an appropriation of $100,000 for the State Department of Conservation and Development, to provide for the employment of inmates of correctional institutions in the extermination of salt marsh mosquitoes in New Jersey.

The New York World's Washington correspondent says that the Democratic leaders welcome the Republican insistence that the League of Nations be made a party issue. Mr. Hughes, speaking before the New York County Lawyers' Association at the Hotel Astor, deprecated approaching the question from any point of view as a partisan.

A motor car to sell at $250 to $350 is to be manufactured by a new company to be organized by Henry Ford and his son, Edsel. This announcement was made in Detroit by Edsel Ford, but the attorneys for Dodge Brothers, large stock owners in the Ford Motor Company, state that the projected concern will not be allowed, because Mr. Ford is under contract with the present firm.

The Merchants' Association of New York in its bulletin for the past week prints a long series of letters from business houses asserting that import and export business is being seriously injured, with no apparent benefit to any one, because of delays and difficulties in cabling and because of the refusal of the Government to permit the use of code in commercial messages.

With full State co-operation according to the terms of the Federal Aid Road Act, the United States will have a total of at least $574,000,000 for co-operative road building during the next three years. The federal part of this fund is assured by an extra appropriation of $209,000,000 in the Post Office Appropriation bill, passed by Congress and signed by the President.

A statement made by the Public Education Association declares that there are 30,000 to 50,000 children in New York City who are receiving no instruction whatever because of the shortage of 1,000 teachers. "Unless the salaries of teachers as well as the conditions under which they work are made just and attractive we cannot retain the force we now have, let alone obtain new ones."

Domestic and Naval

The British steamship "Gravelpark," 927 tons gross, 549 net, carries about 1,400 tons deadweight on about 15 ft. 1½ in., built at Greenock in 1901, steams about 9 knots on about 9 tons Welsh coal, has been sold by auction in London to Mr. James, Southampton, for about £26,700.

In a letter to Congressman Alvin T. Fuller, President Wilson expressed his disapproval of the reported intention of taking the German Navy to sea and sinking it. The President said the business sense of the people at large would be utterly opposed to the wanton destruction of a navy worth $200,000,000.

The British steamship "Duns Law," ex-"Port Chalmers," 4,077 tons gross, 2,602 net, carries about 7,200 tons deadweight on about 25 ft., built at Newcastle in 1905, steams about 10½ knots on about 38 tons, has been sold by auction in London for £95,000 to R. S. Dalgliesh, Newcastle. In June, 1912, she was sold for less than £40,000.

Action for libel aggregating $37,000 has been filed at San Francisco against the Belgian four-masted bark "L'Averne" by the El Dorado Oil Company and Balfour, Guthrie & Company. The El Dorado Company alleges that it shipped a large amount of copra from the Orient to this port by the "L'Averne." When the ship arrived last month, the copra was spoiled, it is alleged, on account of poor stowage, and $10,000 damages is asked. The Balfour Guthrie Company wants $27,000 for damage to a shipment of cocoanut oil.

Last year's profits of the American International Corporation are so stupenduous that no attention is paid to the seamen's law, which is invariably due for a denunciation when a shipping company makes a report. The corporation reports earnings of $7,846,547 with net returns of $3,716,379 on a total capitalization of about $30,000,000, of which only 60 per cent. has been paid in. This means that if a man subscribed for $1,000 of stock in this corporation, he paid but $600, and this investment returned in one year a profit of $371. The corporation owns the Hog Island ship yards, and has holdings in the Pacific Mail Company, the International Merchant Marine and other shipping concerns.

Establishment of "the world's largest steamship company" in Japan will become effective on May 1, according to information just received. It is said that the Nippon Yusen Kaisha and the Osaka Shosen Kaisha, the only powerful companies that had declined to enter the combine, had decided to cast their lot with the other Japanese concerns. The combination will include the Toyo Kisen Kaisha, Suzuki & Co., Harima and Kobe drydocks, Teikoku Kisen Kaisha, Uchida Kisen Kaisha, Toba Dockyard Company and Asano Shipbuilding Company. Japanese newspapers, according to reports, stated that American capital had been invited to participate in a $500,000,000 combination, but that if American financiers decided not to enter the project the Japanese companies will carry it through. The routes projected include three lines to practically every important trade port in the world.

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Aberg, Einar
Adock, John
Adolfsen, John
Ahlburg, Max
Ahlstrom, Andrew
Ahokas, I.
Akerman, V.
Albert, John
Alne, G.
Amnell, A.
Amundsen, A.
Andersen, A.--2031
Andersen, C. Frank
Andersen, E. B. -2114
Anderson, Erik
Anderson, Gust
Anderson, John
Anderson, Nils F.
Anderson, Otto
Anderson, R. P.
Andersson, C. J. -2185
Andreasen, H. -1477
Andresen, Almar
Anguiano. Rest.
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Aronis, J. D.
Arvidson, Nels
Arvidson, H.
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Astlund, John
Augustine, A.
Augustine, Herman
Augustson, A. H.
Aunberg, John S.
Auslitz, J.
Austin, Thomas
Axelsen, Geo.

Baak, M.
Ballah, Lee
Ballod, F.
Bassen, Geo.
Benson, S. 986
Benson, Helge
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Berg, Siegfrid
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Bugel, Joh.
Burns, Chas. L.
Bye, D.
Bye, Alf

Cariera, Peter
Carlson, G. R. -776
Carlson, Peter
Carlson, H.
Carlson, Oscar
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Carter, Sidney
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Conradtsen, K.
Cornelius, L.
Corron, G.
Cotter, E. N.
Cowden, Len
Crew, E. G.

Dahl, Louis J.
Dahlgren, W. A.
Dahlstrom, Arthur
Damberg, A.
Danielsen, L. M., -583
Darrak, Kenneth
Darwick, Th.
Delange, Ingf.
De Rady, Henry
Devenay, Edw.
Deur, Leo Le
Drasbeck, Carl
Dudley, Will
Dwyer, E. J.

Edgarton, Jack
Edmann, O. -557
Edwards, John
Egan, J.
Engstrom, Carl
Ericsson, C. L. E.
Eriksen, Ole
Eriksson, Gustaf
Eriksen, Guttorm
Erikson, J. E.
Evensen, Martin
Evensen, Alex

Fagerberg, Ivan
Fagerly, O.
Fahlesson, Emil
Falck, Axel
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Forsgren, C. J.
Freeman, Sven
Fryxell, N. W.

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Gasch, Billy
Gerner, Hans
Golden, R. L.
Graham, Eric
Green, Lawrence
Gregg, Oliv.
Grover, Perry
Gulfelt, A.
Gundersen, Andreas
Gundersen, K. -899
Gundersen, Ole
Gunderson, E. -1032
Gurek, B.
Gustafsen, A.

Hackensmith, R. C.
Hagerty, W. J.
Hallen, Victor
Halvorsen, Hans
Halvorsen, O. -1672
Halvorsen, T.
Hansen, Adolf
Hansen, A. -2644
Hansen, Geo.
Hansen, H. H.
Hansen, Carl
Hansen, Hauger
Hansen, M. -968
Hansen, W. -1969
Hanson, Ola
Hanson, Ray L.
Hansson, Harald
Hapamaki, A.
Hartog, J.
Hartwig, W.
Havnes, R.
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INFORMATION WANTED.

Albert H. Roberts, a member of the Sailors' Union of the Pacific, last heard of in Callao, Peru, April, 1918. Anyone knowing his whereabouts will please notify Mrs. John Jordan, 1815 Twelfth avenue, Seattle, Wash. 3-26-19

H. Lincoln and Joseph E. Reed, who were seamen on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., or boatswain John Wallin, U. S. Marine Hospital, San Francisco. 1-8-19

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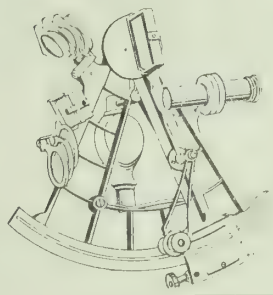
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News from Abroad

The State of Morelos, Mexico, which for ten years has been dominated by Zapata, is now under the control of Government troops and Zapata has taken refuge with a few followers in the extreme southwest.

A cablegram from Tokyo, Japan, states that a Government bill which proposes to permit Chinese labor to enter Japan and also to grant the privilege of mining and property rights to foreigners, has been introduced into the Parliament.

Sir Eric Geddes, Minister without portfolio, introducing before the House of Commons a bill to establish a Ministry of Transportation, said that with the exception of the street railways the transportation system of Great Britain financially is in a semi-paralyzed state.

To take care of unemployed returned soldiers, the Federal Government of Australia has appropriated, it was reported from Melbourne on the 11th, $2,500,000 to construct public works pending completion of a larger scheme to provide work for homecoming Anzacs along permanent lines.

Foreign exchange transactions between the United States and Russia have been prohibited by the Federal Reserve Board, and similar action has been taken by the authorities of Great Britain and France. It is understood that one purpose of the step is to stop the financing of Bolshevist propaganda.

While Marquis Okuma and officials of the Japanese Government are expressing approval of the League, the army and navy officials in Japan are reported to be opposed to it. Among others they raise the question of whether or not an international army will fight with the same enthusiasm as an army imbued with patriotism for its own country.

An official announcement made in the House of Commons, London, shows that the amount paid for British ships lost while under government requisition and at direct government risk, excluding vessels insured in the war-risk associations, was £104,031,271, the first cost of which to the owners was £51,116,-806; while £1,368,823 was paid in respect of twenty-five ships whose first cost is not known.

On the 6th a bill passed the second reading in the House of Commons, by a vote of 304 to 71, providing for 900,000 men as an army of occupation for Great Britain. This army will be composed of men who enlist for a period ending April 30, 1920. In the discussion it appeared that the Government was determined to stand by France in any troubles that might arise in after-war conditions or political development in Germany, and the notion was repudiated that the army was in any way to be used against Russia.

War-time industry in Japan is fast waning, so that unemployment has been caused in many lines. Government returns show that already about 20,000 hands have been put out of work. This has brought up the question of labor in the Diet and other public forums and, with the question of the expansion of the franchise, is being taken advantage of by some agitating for universal suffrage. Whether they are sincere or not in their protestations, there is common talk here that they purpose forming an out-and-out labor party.

With the Wits

"Well," said the Yankee, after having had both legs amputated, "I can't kick."—Cornell Widow.

"I shuddered when Tom proposed."
"Was he so awkward?"
"Oh, no; he did it so well."—Dallas News.

"Do you want to see the book of the opera?"
"No, I'm confused enough as it is."—Kansas City Journal.

Mike—Oi'd wroite to Callahan for a job if Oi knew his address.
Pat—Phwy don't yez wroite to him an' get his address?—Cleveland Leader.

Knicker—Has Jones returned to his pre-war work?
Bocker—Yes, he is looking for the same job he was looking for.—New York Sun.

"Better not ask papa yet, dear. He has the gout in one foot."
"All right. I'll wait till he gets well or gets the gout in both feet."—Boston Transcript.

What sort of risk will the insurance companies consider the first German drummer who takes his goods into France and Belgium?—Rochester Post-Express.

First Student—The idea; my napkin is damp!
Second Student—Perhaps that's because there is so much due on your board.—Stanford Chaparral.

Officer—You are the coolest man under fire I ever saw.
Soldier—Oh, I'm quite used to being shot at. I was an Adirondack guide, sir, for years.—Current Opinion.

Mary—What are you doing these days?
Marie—Same old thing.
Mary—Are you, really? I thought he went over to France.—Orange Peel.

Customer (telephoning tailor)—You send out the clothes and if they are O. K. I will send you my check.
Tailor—Won't do it. You send me the check first and if it is O. K. I will send you the clothes.—Judge.

"To-morrow's my birthday and I shall get the usual very welcome box of cigars from my wife."
"Welcome? Huh! I'll bet you throw them away."
"Not much, I don't! I give them to my friends. They remember the horror, and later when I offer them a cigar that's really good they pass. I tell you wife's gift is dozens of dollars in my pocket every year."—Houston Post.

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VOL. XXXII, No. 32. SAN FRANCISCO, WEDNESDAY, APRIL 16, 1919. Whole No. 2534.

SEAMEN'S ACT CHAMPIONED

Attacks by Reactionary Interests At Home and Abroad Ably Refuted

In nearly all recent discussions of our national shipping policy the La Follette Seamen's Act has been prominently featured. Generally exposition of the law has been from the viewpoint of the shipowner or operator. This because of the shipowner's superior facilities for obtaining public hearing in any controversy with seamen.

Considering it desirable to present the other side of the case; that is, to review the application of the law from the standpoint of its advocates and the seamen themselves, the Navy League of the United States recently requested Attorney Silas B. Axtell, of New York, to write an article on the subject for publication by the League.

Mr. Axtell has complied with the request His rather busy career as chief legal counsel for the International Seamen's Union of America, in the many actions at law instituted by that organization in defense of the Seamen's Act, has given him an insight into the workings of the law possessed by few living men. It was the knowledge of this fact which prompted the request for his views by the Navy League.

The full text of Mr. Axtell's article follows.

The American people should be informed as to an important fact concerning Merchant Shipping. The fact is that wages on foreign vessels engaged in competition with vessels of the United States on the Atlantic Coast have increased approximately 200 per cent. since 1916.

When the Seamen's Act, or the La Follette Act, went into effect on the Atlantic Coast, it was claimed that it would have that effect. To-day, the prophecy of its advocates that it would bring about equalization of pay or labor operating cost of all vessels engaged in American trade, would seem to have come true, for on investigation I find the scale of wages on vessels of various foreign nations to be approximately as follows:

	Firemen.	Deckhands.
Denmark	$75.00	$75.00
Sweden	75.00	75.00
Norway	75.00	75.00
Holland	75 00	75.00
British	75.00	75.00
American	75.00	75.00

The opponents of the Seamen's Act say that the war has caused the shortage of seamen, and hence the increase in wages of seamen on foreign vessels. If this is so, it seems strange that they should have all without any international agreement reached the same level with that previously establisherd by the United States Shipping Board in May, 1918.

The truth of the matter is that belligerent nations all exempted seamen or any person employed as a seaman from compulsory military service and at no time was there an actual shortage of seamen; in no country was there an organized strike of seamen for higher wages. The exemption from draft duty in the United States and Great Britain tended rather to increase than decrease the supply of available seamen, so we must look for another cause.

The explanation of the equalization of wages on all vessels engaged in American trade on the Atlantic Coast, it seems, is the upsetting of wage conditions caused by the enforcement of the Seamen's Act.

The average layman from reading editorial references or occasional news items has little conception of the Seamen's Act, the conditions that gave it birth, or its method of operation. If any opinion has been formed, the average reader has formed it without any mental operation of his own, for he has not been provided with the true facts, or any facts. Most people associate the Act with the record of Senator LaFollette in the United States Senate.

The features of the Seamen's Act that have wrought the change in wage conditions on the vessels of our competitors are almost wholly the work of Andrew Furuseth, pioneer seamen's statesman, an exceptionally gifted, brilliant, far-seeing humanitarian, who for twenty years or more, endeavored to get the Seamen's Act or certain parts of it passed by Congress. In 1911, the House and Senate, then Republican, both passed it as a national measure, but President Taft vetoed it. It was passed by the Democrats and signed by President Wilson. It went into effect on March 4, 1915, as against American vessels, and on July 1, 1916, as against most foreign vessels. As introduced by Senator LaFollette and passed by the Senate, it contained many provisions as to life-saving appliances, and lifeboat drill. The provision that a certain number, 75 per cent. of the crew, should be able to understand orders given to them by their officers and that 65 per cent. at the end of five years should be certified able seamen (men with three years' experience) undoubtedly was passed to prevent recurrences of marine disasters like the "Titanic," which was fresh in the minds of everybody at the time. Many lives, it was claimed, could have been saved had the crew of that ship been able to understand orders, had they had sufficient experience, and had they known how to handle water-tight bulkheads and lower life boats. But these provisions were objectionable to some shipowners, just the same, as other employers have objected to the expense of putting guards on dangerous machinery and fire escapes on their buildings.

What foreign shipowners do and have objected to most strenuously are the destructive features of the Act, destructive from their point of view alone. Destructive of human slavery and constructive of liberty, destructive of the privilege to use of low wages they had enjoyed while in trade with America. It is true that wages on foreign vessels in 1914 were less than half the average on American vessels. To-day, the American and British are the same.

The features of this Act that are destructive to the protection of foreign ships are two. First, the provision that directed the President of the United States to abrogate all our treaties with all nations that in any way interfered with the enforcement of the provisions of the Act as against foreign vessels, and those provisions of our treaties, reciprocal in character, that gave foreign consuls exclusive jurisdiction over wage disputes and matters concerning the internal regime of the ship.

Second, the right to call upon our police to arrest seamen who deserted from foreign vessels while in our ports. This part of the Act gave to the seaman legal liberty, a right to break his civil contract on the low wage ship, if higher wages were offered on other vessels in our ports.

The other provision aimed at foreign shipowners and those Americans who saw fit to invest their money in foreign bottoms was the provision that gave seamen on foreign vessels the right to demand one-half the wages they had then carned not paid to date of demand. This was simply an amendment of Section 4530 of the United States Revised Statutes, a part of the Act of 1790, which formerly gave to seamen on American vessels, alone the right to one-third due and since 1898 one-half wages due. This was designed to give the seaman economic liberty; in other words, enough money so he could live until he found other employment.

The Act in these features had two purposes, one humanitarian, to abolish involuntary servitude for the seamen, to a degree at least; the other, economic, to protect and encourage American shipping, by equalizing wages on all vessels competing wtih us. The facts above stated seem to indicate that it has had the desired effect. If those who "holler" are the ones hurt, then we must conclude it is the foreign interests, for they are the only ones who have opposed the enforcement of the Act. Norwegian, Dutch, Danish and British owners have opposed this Act. British consuls at New York and New Orleans and other ports opposed the Act. Some of our best admiralty firms, such as Messrs. Kirlin, Woolsey & Hickox, of New York, and the international lawyer, Frederick R. Coudert, were retained to carry the appeals in some cases to the Supreme Court of the United States, but their opposition has been for naught. In vain did they appeal to the President to have the Act suspended as a war measure, arguing that their ships were detained because of desertions. There were desertions by the hundreds; a vessel from Copenhagen or Liverpool would no sooner land at Brooklyn pier with a low wage crew, than a demand for half wages would be made, and if the demand was refused, which it often was, the seamen left, taking their clothes with them, retained counsel,

and sued for the balance of their wages. Many a British ship early in 1916, and other foreign ships in the fall of 1916, came in to port with a crew of deckhands and firemen at twenty to twenty-five dollars per month, and departed with a crew at fifty-five and sixty dollars per month. The Greek ship "Patris" was paying her firemen seventeen dollars per month, but departed with firemen at sixty dollars per month.

Due to the revolutionary character of the Act, the misunderstanding of our courts, the generally prevailing notion that it wasn't nice to treat our foreign visitors in this manner, the seamen won few cases, and what they did win were appealed. As attorney for the seamen, I was met with the bitterest of opposition. Few people understood the Act, or tried to. It was called the "LaFollette Act," and that was enough to condemn it. In spite of this, it had the desired effect. Wages on foreign ships increased. Seamen, in England, were jailed for six months for breaking their contracts here. This did more harm than good, from the foreign shipowner's point of view. Industrial unrest at last was stirring amongst the seamen. Finally, in order to keep their crews on board, to avoid delays and the expense of hiring new crews, the foreign owners have adopted a policy of paying the American scale on all their ships when they hire them, whether it be here or in foreign ports. Equalization is an accomplished fact, as against all ships to which these features of the Seamen's Act has been applied.

One critic of the Act said about it, without intending to be complimentary, "It's an ingenious device for the manufacture of American seamen." I believe with Captain Mahan that seapower is in the seamen. England triumphed over the Spanish armada due to the superior skill of her mariners. Seamen cannot be grown like mushrooms or built in sixty days like a ship. I believe as Furuseth says "Ships are but tools in the hands of seamen." Give us free seamen, then; not conscripted like the seamen of France. Let us make conditions such on shipboard, that Americans, your boy, and my boy, can and will go to sea.

By the principle of the Seamen's Act we will accomplish this; for the Seamen's Act is founded on economic law and the natural desire of the human race for freedom, stronger to-day than ever before.

The seaman's bondage antedates history itself. We know that in the days of the Phoenecians, he was bound to his ship for the whole period of the voyage by the laws of Oleron. From the thirteenth century and down to the Merchant Shipping Act of Great Britain—1896 to 1905—his status remained unchanged. In the early days of serfdom his life was freer than that of the shore slave or serf, but, as democratic government gradually superseded autocracy, then the seaman, because he had no vote and had no voice in affairs, found no relief. Before the development of their power, and the expansion of foreign trade, there was some excuse for arresting a seaman if he broke his civil contract, leaving his vessel to "rot in her brine." Many innocent people might be affected, but those conditions have not existed for forty years.

The seaman's life has been regarded as a dog's life. Volumes have been written proving his incompetence and worthlessness, his intemperance, his shameless extravagance. Few have told of the terrible hardship and hopelessness of his career while on ship or ashore. On ship at the mercy of his master, always cheated, often beaten and underfed; ashore, the victim of the crimp and the employer, shaghaied, robbed, forced into unfair contracts, at no time his own master, the young seaman's life has been the very antithesis of an American boy ashore, and one that we, with American standards of life and ideals, can regard only with repugnance.

All this arose from the nature of his contract of employment and the treaty provisions referred to that forced compliance. The contract made in foreign ports required the seaman to work for periods of twelve to thirty-six calendar months, to be paid no money during the voyage, except at the option of the master, to have no shore liberty except at the master's leave, meanwhile, subjected to the most severe penalties for the slightest infraction of discipline.

The master and officers themselves underpaid and having been trained as apprentices from a different strata of society, often, indeed generally, abused their power over the seamen, to their own pecuniary advantage. Instances of their collusion with clothing dealers ashore to overcharge the seaman with share profits, are common still. Many a deserter's wages have found their way in the pockets of the master, for the seaman, being a criminal could not collect them. The unchecked power of the master, as vice-principal of the owner, led to many abuses. By harsh treatment, starvation and overwork, seamen were compelled to give up all or part of their earnings.

So it is that our young manhood could not live under such conditions, nor do we as a people desire it.

What of greatest importance was accomplished is this: Foreign shipowners have been compelled to accept the American standard of wages. Now as never before in the history of the country, we can pay whatever wages are necessary to induce seamen to go to sea. That means that American shipowners can pay a wage high enough to induce American boys to follow the sea, and still, by operation of the laws of supply and demand, the foreign competitors must pay the same. The rest of the race is one of ship building, economic loading and unloading, the development possibly of labor-saving devices to avoid the disagreeable and extremely laborious features of sea going, may be expected.

The dawn of a new day is here. America will again take her place on the seas. We will no longer depend on our competitors to deliver our goods to foreign markets. We will have seapower of ships and seamen as well.

Many things can be done still to improve conditions. We can establish free shipping offices, operated by the Federal Government, that will do away with the crimp.

We can make all our statutes that seem burdensome to American shipowners, but which make life at sea more liveable and safe, equally as burdensome to the foreign shipowners, by applying it to his ships.

Foreign nations have been fighting with us as allies to preserve democracy for the people of the earth. They are now joining in making the seaman a freer and a better man.

WAGES AND WARS.

When nations produce more than they consume there is a surplus for export. The lower the percentage of social income paid producers the greater the surplus. The higher the wages the larger the home market and the smaller the surplus. A "favorable" balance of trade represents an amount held out of wages.

We have always been proud of an excess of exports over imports. We have thought it a fine thing. Other nations have also sought a balance of trade in their favor.

The consuming power of a country should equal its producing power. Why not? Why should not the home market be large enough to retain the goods produced or their equivalent in value? Foreign trade would still go on for exchange of commodities. But foreign trade for the purpose of storing withheld wages in the pockets of a class is different.

High wages increase the home market. A man with $1,000 of income has $1,000 of consuming power. Pay him $2,000 and he can buy twice as much; he becomes twice as much of a market, and to this extent he cuts down the quantity of goods to be exported. Surplus goods are withheld wages. Underpay labor and the value of goods for export mounts higher. Increase the producer's share sufficiently and the home market overtakes producing power.

The central factor in the future peace of the world is the relation of the income of the individual to his production. If producers create wealth far in excess of what they receive the struggle for foreign markets will be severe and hostile.

Peace is possible with plenty. It is not possible with underpaid labor. Nations should be proud, not of surplus for foreign export, but of the development of the home market by increasing the buying power of the people and thus their welfare. —By Arland D. Weeks, Dean of School of Education, North Dakota Agricultural College, Fargo, N. D.; author of "Education of To-morrow" and "The Psychology of Citizenship."

STEALING COMMON FROM GOOSE.

"We prosecute the man or woman
Who steals the goose from off the common,
But let the greater felon loose
Who steals the common from the goose."

DELUSIONS OF DEMOCRACY.

We are brought up with a slow grinding of the brakes as we encounter this passage in a book, full of excellent thought and language, that we happen to be reading. Stop, look and listen:

"In these our days the Englishman is an incurable democrat, and being so he must needs take in with his mother's milk the vast repertoire of delusions which go with democracy, and particularly the master delusion that all human problems, in the last analysis, are soluble, and that all that is required for their solution is to take counsel freely, to listen to wizards, to count votes, to agree upon legislation. . . . Take away this notion that there is some mysterious infallibility in the sense of the majority, this theory that the consensus of opinion is inspired, and the democratic idea begins to wither; in fact, it ceases to have any intelligibility at all."

This is one of those arguments that are often made (in one fashion and on one subject after another) with an ingenious and persuasive air, and which no intelligent man will bother to deny, and which actually do not affect the real question at all. Making arguments like this is simply wasting polemical pearls. One shows his cleverness to no purpose.

Democracy does not depend for its validity upon the "notion that there is some mysterious infallibility in the sense of the majority." The only one who ever makes such an absurd claim is the demagogue—and he doesn't believe it. His shallow dupes may believe it. But intelligent democrats (we use the word in its social not in its partisan sense) make no such claim.

The reason democracy is valid, for one thing, is that the majority have a right to decide their own political destiny, whether they decide it rightly or wrongly, whether they make mistakes galore or not. It is upon the fundamental proposition that government should rest upon the consent of the governed, or, to put it better still, that the people should govern themselves, that democracy rests itself.

Again, democracy is in line with progress. It is under democratic institutions that the race has made its most remarkable progress. It is under democratic institutions that education becomes really anything like a race opportunity, that intelligence grows among the masses, that the spirit of man is liberated for great achievement and high enterprise.

Viewed in a still more practical light, the masses have the power to rule, and they are learning more and more how to use that power effectively. That, at least, is an argument for democracy that cannot be gainsaid as time increases its potency. One cannot quarrel with history, with evolution, unless one wishes to make oneself appear very foolish.

The war has given the democratic idea a tremendous new impulse. It will grow greatly, and in the process of its growth it will lose many of its imperfections and delusions, and ultimately, let us hope, it will lose all of them.

A Danish physician, who formerly manufactured artificial legs out of papier mache, now makes artificial feet out of paper pulp.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Private Spies Banned.

Private organizations offering to continue during peace time the espionage work undertaken during the war to protect the public safety have been informed by United States Attorney General Palmer that the department of justice will not recognize them or have any connection with them, official or semi-official.

"Espionage conducted by private individuals or organizations," said the Attorney General, "is entirely at variance with our theories of government and its operation in any community constitutes a grave menace to that feeling of public confidence which is the chief force making for the maintenance of good order."

The Attorney General said that war necessities called into existence the American Protective League, which went out of existence on February 1.

Regarding the work of espionage organizations in peace times the Attorney General said:

"I am constrained to say frankly that I fear the work of these private organizations may produce harmful results. I, therefore, feel compelled to instruct the various officials of this department not to enter into relations with them."

Science Aids Miners.

The geophone, invented during the war to determine the exact location of sounds above and beneath the surface of the earth, soon will be used extensively in mining operations in this country, reports the United States Bureau of Mines.

The instrument proved of great value to the allies in determining the location of hostile batteries and in detecting the approach of the enemy. The digging of trenches or tunnels in the earth also could be located with great accuracy.

Almost equally valuable uses will be found for the geophone in mining operations, either for sounding purposes or in determining the location of men blocked from escape by cave-ins or explosions. Many lives are lost each year in mines through inability of searching parties to locate men thus held prisoners.

Living Cost Going Up.

In a statement just issued on living costs during November, last year, the United States Bureau of Labor Statistics says that during that period food prices advanced 1 per cent. as compared with October, last year, and 18 per cent. as compared with November, 1917.

In the five-year period, from November, 1913, to November, 1918, all articles of food combined increased 75 per cent. Every article increased 50 per cent. or more. These six articles increased 100 per cent. or more: Pork chops and sugar, 100 per cent.; flour, 103 per cent.; corn meal, 110 per cent.; bacon, 114 per cent., and lard, 115 per cent.

Brunswick-Balke Strike.

Officers of the International Metal Polishers' union are calling attention to the strike of Dubuque (Iowa) metal polishers employed at the factories of the Brunswick-Balke-Collender Company, located in that city, and which manufactures Brunswick phonographs. The strike was caused by trade union victimization, low wages and long hours. The company has refused to arbitrate differences, as recommended by a representative of the United States Department of Labor.

The unionists say that as an example of the methods of this concern, one of its representatives who inspected the finished product compelled each metal polisher to pay him 25 cents every pay day for "assistance rendered." When the men organized and decided not to be filched out of this money their work no longer passed inspection and they were forced to accept large quantities that were thrown back on them.

Do We Need Schools?

More than one-fourth, or 5,294, of the 19,546 children between 14 and 16 years of age to whom federal age certificates were issued by the Children's Bureau during the life of the former child labor law could not sign their own names legibly.

In the five States where federal certificates were issued by the Children's Bureau, 18,379 white children between 14 and 16 years old were certificated. Only 742 of them had reached the eighth grade in school. Of 1,166 colored children to whom certificates were issued only forty reached the eighth grade. In other words, 96 per cent. of the white children and 97 per cent. of the colored children granted certificates had not reached the eighth grade in school. In some States a child can not secure a work permit until he is 16 years old, unless he has completed the eighth grade. Only 248, or 1.3 per cent. of the total number of children certificated, could have met such a requirement, because they alone of the children certificated had attained the ninth grade or higher.

Doubtless these figures are subject to qualification, but they are nevertheless significant.

Inventor Pleads Case.

The nine justices of the United States Supreme Court permitted William F. Brothers, a Brooklyn inventor, to plead his case against the government, whom he charges with using his unloading device without his consent in the construction of the Panama Canal. The inventor told the court he was too poor to employ counsel and asked that he be awarded damages against the government.

Brothers made an extended argument which he illustrated by a small model of his invention. He was frequently interrupted by members of the court, who asked him questions.

Scoff at Welfare Work.

Champ Andrews, Chattanooga manufacturer, startled the members of the Rotary Club in a talk on the question of "capital" and labor. It was expected, of course, that the speaker would indulge in the usual pleasantries and harmless nothings, but he sur-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22 Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Demanding higher wages, an 8 hour day and the abolition of work by prisoners of war, 19,000 agricultural workers went on strike at Palermo, Italy.

The labor situation in Norway has reached an acute stage following the organization of a council of workmen and soldiers. Thousands of workmen refused to renew their contracts with the employers.

Two of the professions that learn a little Latin went on strike in Wilhelmshaven lately. The doctors and chemists of that now so inappropriately named German town notified the vulgar working people who had struck on their march to freedom that they would treat no more until the industrial strike was over.

Concessions all along the line to the workers have resulted in the calling off of the general strike in Barcelona. The workers were successful in having a minimum wage established, in compelling the government to demobilize immediately all strikers called to the colors, and in securing a pledge that employers will adopt no reprisals.

In its new constitution the Nova Scotia provincial Federation of Labor declares for a 36-hour work week for this province. It also favors a system of taxation whereby land held for speculative purposes will be assessed at the owner's selling price. The first preamble of the constitution declares for free and compulsory education.

A gain of 38,000 members within one year is the proud achievement of the Swedish Federation of Labor, according to its report for 1918 recently published. This increase brings the total membership up to 217,000 organized workers. Göteborg boasts of having over 25,000 organized workers. Of these, 19,000 are members of the Socialist Party and belong to the Workingmen's Commune.

The minimum wage to be paid to adult women employees throughout the metropolitan area of Sydney, N. S. W., has been fixed by the New South Wales Board of Trade at sevenpence halfpenny an hour, or 5s. a day, or £1 10s. a week. This was declared to be the lowest living wage which could be awarded. Mr. Justice Heydon, chairman of the board, stated that the court had declared the wage as £1 8s. 6d., but, owing to the extraordinary increase of nearly all articles of women's clothing, an additional 1s. 6d. had been added to the estimate.

"It must be clear to any thinking person that without the co-operation of labor throughout the Empire the carrying of the war to a successful issue would have been impossible," said Sir Joseph Ward, New Zealand Minister for Finance, in a recent speech. Sir Joseph said that there were problems which would have to be settled between labor and capital, but he was satisfied that by mutual concession and co-operation they would be satisfactorily solved. "It seems to me impossible that the idol of cheapness shall continue to reign after the war. There will certainly be high rates of wages, and a higher consequent cost of articles of consumption and apparel than hitherto, but the increased purchasing power of the people will mitigate to a large extent the apparent disabilities due to increased prices."

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246 SUMMER STREET, BOSTON, MASS.
John F. Tobin, Pres. Chas. L. Baine, Sec.-Treas.

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San Pedro Letter List

Aalto, Harry	Nurmi, Taini
Albertson, Johannes	Nurn, John A.
Amundsen, Pete	Nyberg, Eric
Andersen, Mr.	Olsen, A. W.
Andree, Ernest -1410	Oman, Chas. V.
Antonsen, N. H.	Olsen, Tollef
Barney, A. M.	Ohm, B.
Bedford, A.	Olsen, Amandus
Breien, Hans	Olsen, Ole W.
Brogard, N.	Olson, Andrew
Christoffersen, G.	Petersen, K. E. -903
Doyle, William	Peterson, Hugo
Eklund, Swen	Pelz, Fritz
Ellingson, Billy	Petrow, Fred
Flotman, G. J.	Roed, Lief A.
Fosberg, Leonard	Rosenthal, Walter
Franzell, A. T.	Ross, George
Grunwald, Alois	Rytko, Otto
Grassen, Joe	Rasmussen, T. A.
Gunerud, Thorvald	Sanders, Chas.
Halvorsen, Harry	Spence, Oswald
Hammarquist, Gust	Sodergren, Oscar
Harler, Peter	Stringer, M.
Hederman, H. C.	Salo, Oscar
Helin, John	Thompson, Alex S.
Hoek, A.	Thompson, M.
Holmstrom, Fritz	Thornlund, John N.
Iverson, Tom	Terkki, Arthur
Jensen, J.	Thornlund, John N.
Johansen, J. -2314	Wrig, F.
Johansen, Fritz	Warkkala, John
Johansen, N. A. -1604	Williams, Edward
Johansen, Fred	Wrig, Claus
Johanson, John A.	Williams, Edward A.
Johansen, Carl	Warkala, John
Johnsen, John E.	Zimmerman, F.
Johnson, Ole	Zunderer, Theo.
Jonassen, Johannes	Zunderer, Theo (Questionnaires)
Kristensen, Martin	Berner, Albert
Larsen, Klaus L.	Christensen, Ole Martin
Lato, Eley	
Lechemus, Bill	Doage, Sigvald
Linden, Chas. F.	Holm, Frank
Lundquist, R.	Johansen, N. A.
Miller, John	Johansen, Carl M.
Monson, Chas. C.	Lindroth, Carl Aug.
Monterro, Joe	Pedersen, Carl
Mortensen, Adolf	Rehl, Chas.
Nelson, Carl	Tysk, John H.

CLASSIFICATION CARDS.

Doage, Sigvald	Pederson, Carl
Hingren, John H.	Schlieman, J.
Hansen, Adolph	Tysk, J. H.

Tacoma Letter List.

Anderson, Harold F	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
Holmstrom, Carl A.	Meyer, Karl
Houge, Anton	Nielsen, Alf. W. -1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287 Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magall, Michael	

Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas W.
Anderson, C	Melgant, F.
Andreasen, N.	Miller, Harry
Ahren, Wm. J.	Mikkelsen, Harry
Backman, Peter W.	Mortensen, R.
Bjork, Rudolf -2206	Murphy, Francis Leo
Bohm, Franz	Nordman, Alek
Christensen, H. P.	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Elliot, Austin A.	Nogat, E. G.
Eriksen, C.	Nelson, Harry
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Hartman, Fritz	Peterson, Frank A.
Hauschild, B	Petersen, Anton -1675
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Henriksen, Geo.	Petter, G.
Hill, Chas.	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
Johnson, Karl	Rosenblad, B.
Jorgenson, Earl	Ross, Geo.
Jensen, H. T.	Samuelsen, S.
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Johnson, C. A.	Sjolund, Victor
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Kaskinen, Albert	Swenson, C. E.
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INFORMATION WANTED.

Albert H. Roberts, a member of the Sailors' Union of the Pacific, last heard of in Callao, Peru, April, 1918. Anyone knowing his whereabouts will please notify Mrs. John Jordan, 1815 Twelfth avenue, Seattle, Wash. 3-26-19

H. Lincoln and Joseph E. Reed, who were seamen on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., or boatswain John Wallin, U. S. Marine Hospital, San Francisco. 1-8-19

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J. 3-26-19

Pacific Coast Marine.

The British motorship "Malahat" will soon depart from Yokohama direct to Portland, under consignment by J. J. Moore & Co. of San Francisco.

Officials of the Shipping Board have informed the West Coast Lumbermen's Association that vessels now lying idle in the Columbia River and Puget Sound districts will be released to carry ties to the Atlantic Coast, via the Panama Canal.

Plans for what will be the fastest passenger vessels on the Pacific Coast are being prepared by the Pacific Steamship Company for use on the San Francisco-Puget Sound run, according to A. F. Haines, vice-pjresident and general manager of the company.

A ruling of internal revenue headquarters may compel the Seattle Port Commission to pay wharfage war tax and its employees to pay an income tax. The Port Commission was previously exempt, but the Government says it is a utility organized to make money.

The Pacific Steamship Company does not expect to get back the liners "Yale" and "Harvard"; they were sold outright to the Navy, which plans to keep them in the service. The "Yale" and "Harvard" formerly plied between San Francisco and San Pedro.

Further decline in the number of men employed in the wooden shipyards of the Oregon district is shown by the last statistical report compiled by Captain Hiram E. Mitchell of the Emergency Fleet Corporation. At the present time the total number of employes in the wooden yards of the district is 3369, divided as follows: Hulls, 2353; in general, 707; in offices, 274; in plant work about yard, 35.

Eight of the twenty-seven wooden steamships built in British Columbia yards to the order of the Imperial Munitions Board since arrival in the United Kingdom have been sold to the French Government. These comprise the first eight ships dispatched overseas, namely: the "War Yukon," "War Nootka," "War Songhee," "War Puget," "War Selkirk," "War Caribou," "War Comox" and "War Masset."

Assignment by the shipping board of the wooden steamer "Wanzu" for operation by the Columbia Pacific Shipping Company is the first real step toward actual operation of the new Portland firm. The vessel of the Hough type of wooden ships, the wooden steamer "Ashburn," built by Supple & Ballin, has also been assigned to the Columbia Pacific Company. The "Ashburn" is a 4,500-ton vessel. Both will carry ties to the Atlantic coast.

The Pacific Mail Steamship Company has chartered the new steamship "Chipchung" to load the latter part of April for Manila, Singapore and Calcutta. This will be the maiden voyage of the vessel. The "Chipchung" was constructed at the yards of the Moore Shipbuilding and Dry Dock Company last year. It is probable other new vessels will be put on the Oriental run by the Pacific Mail and other big companies.

Harry Levison, manager for the Peterson Launch Company, announced recently that he had arranged to make a test of the Coolidge propeller for the new launches. These are built at Seattle and are said to have a new shape, with a large area of surface. They have less pitch and are believed to slip less than the regulation type. Levinson said he expected to increase the speed of the launches about two miles with the new propellers.

All lumber orders placed in the Northwest for shipment to Texas points, to be used in ship construction, have been cancelled. The cancellations amount to 6,000,000 feet, of which approximately half that much was to have gone out of the Columbia. The orders were placed originally through the fir production division of the Shipping Board. A large part of the lumber shipped to Texas was keel timbers for the wooden shipyards of the South.

Ken Kanda, passenger agent of the Toyo Kisen Kaisha, who is back from a flying trip to the Orient, says that details of the proposed combine of Japanese shipping companies are being arranged in Tokyo. It is stated the combination will include the Toyo Kisen Kaisha, Suzuki & Co., Harima and Kobe Drydocks, Teikoku Kisen Kaisha, Uchida Kaisen Kaisha, Toba Dockyard Company and the Asano Shipbuilding Company. American capitalists and merchants have been invited "in" on the merger.

The new Crowley house barge, which has been under construction at the Oakland shipyard of the company, was successfully launched recently. Walter Westman, the manager of the plant, said he hoped to have the craft ready to go into commission in about one month. This is the biggest barge of the type to be built here. It will carry 2500 tons measurement, or about 1500 tons dead weight. There will be six hatches and it will be possible to work cargo from two ship hatches simultaneously. The barge will accommodate 23,000 cases of oil and will prove a great time saver in handling case oil from shore to stream.

The two new steam whalers, which have been built for the Sea Products Company on the Atlantic, have sailed from Harbor Grace, Newfoundland, and are now en route to San Francisco, according to advices received by the marine department of the Chamber of Commerce. They are the "Hawk" and "Port Saunders." Upon arrivad here they will be used in whale catching off the California coast and the catches will be taken to the company's works at Moss Landing. The tug "Hercules," used now for the work, will then be released to Walter S. Scannell, the purchaser. Scannell said that he will use the "Hercules" for general bay and river towing.

Extension of the Toyo Kisen Kaisha Steamship Company's regular service to Calcutta in the near future—paralleling the Pacific Mail's steamers on that run out of San Francisco—was announced by K. Kanda, local passenger agent of the line. Kanda said that Captain S. Togo of the T. K. K. had left for Calcutta, for the purpose of arranging the docking accommodations of the T. K. K. ships to come here. The freighter "Shinyo Maru No. 2" arrived in San Francisco recently with a cargo from Calcutta. That the T. K. K. will have two new 9,000-ton freighters in trans-Pacific operation within the next few months also was announced by Kanda. He said that the steel freighter "Choyo Maru" was nearing completion at the Asano dockyard and the "Koyo Maru" is ready for launching at the Uraga yard. Both these vessels will be used on the San Francisco run.

Henry P. Vaughn, supervisor of the United States Shipping Board Navigation and Engineering School, paid an official visit in the course of his tour of inspection to the University of California, and was received by Professor C. L. Corey, dean of the College of Mechanical and Electrical Engineering, who presented a report of the activity of the Shipping Board School. Vaughan expressed himself as being highly pleased with the work of the Shipping Board School at the University of California and told the instructors at the school that the showing made by the University of California had so impressed the leaders in charge at Boston that this school had been selected as one of those to be continued indefinitely. Of the students who graduated from the school up to date only one failed to qualify before the United States inspectors when they had served their proper time at school.

In view of the enormous and continuing expansion of the vegetable oil trade, the project of the State Board of Harbor Commissioners to create a terminal for Oriental oils on Islais Creek is the most important undertaking of the Board for years, said President John H. McCallum recently. The Board, he said, proposes to throw open to lease to parties who will build tanks and equipment for the storage of vegetable oils some seventeen acres of the 200 owned by the State between Islais Creek, Arthur and India streets, and the water front. It also proposes to erect a building for the handling of case oil, to provide a pumping plant to handle oils for leasers between ship and tank, and to dredge Islais Creek to thirty-two feet. The Board is asking the Legislature for authority to do these things. Senate Bill No. 323 is the empowering measure now up at Sacramento. "The proposal," said McCallum, "is to lease these lands only to persons who will use them for this specific purpose. The vegetable oil business has grown so big that unless San Francisco wants to lose it to some other port, and with it the great amount of other business that goes with it, we must make some provision for handling the oil when the ships bring it in here."

Establishment of general recruiting agencies in San Francisco drug stores and similar public places by the United States Shipping Board's Sea Training Service, for the purpose of recruiting deck and fireroom men and stewards for the American merchant marine, was announced by Henry Avila, director of sea training in this district. The announcement followed the receipt of a telegram from Henry Howard, national director of sea training, which called for the recruiting immediately at San Francisco of 250 men as its quota. Howard wired instructions to resume enrolling, which was suspended several weeks ago, and asked that the 250 men to be recruited here be signed on the basis of 33⅓ per cent. for each branch of the sea training service. He added that the recruiting agencies are to give preference to discharged army and navy men. The sea training bureau operates the "Iris" and "Ocean Wave" here, where men are given preliminary training. Seamen apprentices are given instruction in seamanship and navigation, with the possibility of achieving command of a ship eventually; fireroom apprentices have the incentive of becoming engineers, and the stewards are trained in duties that will fit them to become chief stewards and pursers.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 .(Adv.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY APRIL 16, 1919.

THE "PUAKO" CASE.

Some four or five weeks ago brief reference was made in these columns to the "red record" doings on board the American barkentine "Puako." The news of the case to hand at the time was rather meager. The master of the "Puako," it was stated, and his two sons (signed on as mates), had been arrested at Cape Town, S. A., and were en route to the United States to stand trial for causing two members of the crew to jump overboard, and cruelly abusing and ill-treating the remainder of those on board during the entire voyage from Victoria, B. C.

Comes now more detailed information. The prisoners have been confined in the Tombs, New York City, for several weeks. On April 1st indictments charging murder on the high seas were returned by the Federal Grand Jury against Capt. Adolph Cornelius Pedersen, master of the "Puako," and his son, Adolph Eric Pedersen, who was second mate on the vessel. It is alleged in the indictment that their cruel and inhuman treatment caused Axel Hansen, a member of the crew, to leap overboard, and that they thereupon frustrated efforts on the part of other members of the crew to rescue him.

Three more indictments against the pair were also presented, alleging felonious assaults on, and maltreatment of, four other sailors who made up the balance of the crew. The latter indictments also name as co-defendant the other son of the captain, Leonard Roy Pedersen, who was first mate of the vessel.

The indictments are said to be the first charging murder on the high seas presented in the New York Federal Court in a quarter of a century. Incidentally it is stated that Capt. Pedersen is known to seamen generally as "Hellfire Pedersen." This, in the vernacular of the old Liverpool packet rats, stamps him "a bleedin', blinkin', 'oly terror"—and then some. Anyway, the designation is suggestive enough without any added comments from us.

The death of Hansen, according to witnesses, occurred on August 6th of last year. For months before that he had been subjected to almost daily beatings by the captain and his son. He had also been imprisoned and deprived of proper food. As a result he was at the time of his death in a greatly weakened condition physically, and suffering much pain.

Came then the final attack on him by the captain and the second mate. Unable to endure his misery and torture any longer, Hansen broke away from the two brutes and leaped over the ship's side into the sea. The skipper and the second mate pursued him to the very rail of the ship, landing blows and kicks on the unfortunate man till, in desperation, he took the fatal plunge.

But the love of life is strong in all of us. As Hansen drifted astern he grabbed hold of the log line trailing after the ship, in an evident effort to save himself. Seeing this his shipmates rushed aft to assist him. Just how they acted in the emergency is not related in the dispatches. Presumably the man at the wheel put the helm hard down so as to get the sails aback, and thus stop the ship's headway, while the others got ready to lower the boat hanging in the davits over the stern.

At this juncture the innate, hellish brutality of the Pedersens showed itself in its true nature. Capping the climax of a dreadful situation they set upon the would-be rescuers with curses and kicks, and drove them off the poop. Hansen was left to drown in plain sight of everybody!

What sort of treatment the other members of the crew suffered at the hands of the scoundrelly Pedersens during the voyage may be imagined. At present they are being detained by the Government as witnesses against the Pedersens. From the foregoing it is also apparent that the statement in earlier dispatches that two members of the "Puako's" crew had been driven overboard to their death was unfounded. However, the truth regarding the matter will now be brought out in court. As the trial progresses the Journal will keep its readers posted on the further developments of the case.

Attorney Silas B. Axtell, of New York, has been instructed by the International Seamen's Union of America to co-operate with the Federal attorneys in the prosecution of the Pedersens. As bearing upon the case Mr. Axtell writes the Journal as follows:

> The witnesses, whose names have been forwarded in a letter to the agents of the Seamen's Union recently, are being detained by the United States Marshal of the Southern District of New York. Letters, packages, etc., from their friends and other seamen who desire to encourage and comfort them in their efforts to bring about justice should be forwarded in care of the U. S. Marshal, Southern District of New York. Such letters and gifts, etc., will tend to encourage these men and improve their morale.
>
> It is no joke being detained as they have been for four or five months already and being practically punished by being rid of their liberty, in an effort to do justice and to see that this captain gets the punishment the law prescribes. If these seamen were to be turned loose, they would no doubt be set upon, shanghaied and driven away. They have to be detained for their own protection.
>
> The great body of seamen who are being benefited by their action should do something to express their appreciation of the efforts of these brave seamen. The names of all these seamen have been forwarded to agents of the Seamen's Union, and any seaman who desires to send a letter or otherwise express his gratitude to these fellows for what they are doing, can do so by sending his communication to—Government Witnesses in Barkentine "Puako" Case, c-o U. S. Marshal, Post Office Building, Southern District of New York, New York City.

The JOURNAL earnestly urges seamen everywhere to act as soon as may be on Mr. Axtell's appeal. Do what you can, mates, to help brace up and encourage the witnesses in the "Puako" case. They are fighting your battle. Make them feel that you are with them in their laudable effort to bring deserved punishment on those thorough-paced, murdering buckoes, Capt. Pedersen and his two precious sons. Mr. Axtell informs us that it is a clearly established case of murder. So go to it boys. Do your bit towards making American ships safe for seamen. Sit right down and write the "Puako" witnesses a nice little letter telling them how much you appreciate their stand. Cheer them up and lighten the tediousness of their confinement, to the end that the "Hellfire Pedersens" may get their due.

PACIFIC SHIPOWNERS ORGANIZE.

Representatives of the leading steamship companies operating out of Pacific Coast ports are taking steps to form a new association to be known as the American Shipowners' Association of the Pacific. A preliminary meeting of the projectors of the plan was held in San Francisco last week, at which a committee on organization was appointed, headed by A. F. Haines, vice president and general manager of the Pacific Steamship Company. Speaking on the need of the projected association, Mr. Haines is quoted as saying:

> "I may say that this move is a practical result of a suggestion from the United States Shipping Board. At Washington we found that the Government agencies dealt direct with the American Shipowners' Association on matters involving Eastern shipowners. When they sought to do the same on Pacific Coast matters they found no organization except the present Shipowners' Association. Many Washington officials believe this comprises all the shipping interests on the coast.
>
> "The proposed association is both feasible and necessary. There are many matters that should be taken up with the United States Shipping Board by a unified organization, and that organization should be formed forthwith, not only for the welfare of the Pacific Coast, but for the benefit of the Government and the nation generally."

Besides the present Pacific Coast Shipowners' Association, the new association will, according to reports, include the following companies:

> The Pacific Steamship Company, Pacific Mail Line, Matson Navigation Company, Oceanic Steamship Company, W. R. Grace & Co., Crowley Company, Redstack Towboat Company, Associated Oil Company, Standard Oil Company, Pope & Talbot, and Williams-Dimond Company.

The American Shipowners' Association of the Pacific will control about 1,000,000 tons of shipping when it is finally organized. It is somewhat significant that Japanese shipowners are excluded from the Association, as are also small British and Mexican shipping interests. Possibly the organizers of the new concern really mean it to be what its name (The American, etc.) seems to stand for. If so, more power to them.

AT THE CROSS ROADS.

Confronted with the necessity of choosing between allegiance to their constituents "back home" and their fealty to Senator Penrose, Senator Lodge and the other reactionaries in Congress, what will the Republican "Progressives" do? There is no doubt they will have to make a choice. The next Congress will be dominated by the Old Guard—that element which was

driven from power by the Democrats. It is fair to assume that many Republican voters of the Middle West and Far West are still sincere and resolute in their opposition to these prophets and exponents of reaction, with whom they have nothing in common. It is equally reasonable to suppose that these "folks back home" will expect their "Progressive" representatives in Congress to keep the faith.

Here, then, is a situation that all may watch with interest if not with hope. The "Progressives" are all "dressed up." There is an invitation from Boss Penrose and his reactionary associates to return to the Old Guard and the old ways. There is likely to be an urgent appeal from the plain people at home to remain aloof from these charmers and stand true to the progressive principles.

"Progressive" Senators and Congressmen are indeed "dressed up," but where will they go? Will they go forward or backward?

THE WAY TO DO IT.

It has often been said in similar language—but here it is again for all it is worth:

The way to make friends is to be friendly; the way to promote fraternity is to be brotherly; the way to secure harmony is to yield pleasantly to the will of the majority; the way to be happy is to make others happy; the way to conquer an enemy is to return good for evil; the way to secure the respect of your union is to show deference for the opinion of those who differ with you, and instead of kicking at everything that is done, put your shoulder to the wheel and help roll it along; the way to make yourself a useful member of the union is to take part in the deliberations of the union—not at the street corner, but in the meeting halls; the way to work for the good of the union is to induce other members to read the JOURNAL and other literature issued by the union and thus keep abreast of the times; the way to make your life bright is to carry sunshine with you.

And finally, the way to be a true member is to do unto others as you would have them do unto you.

Readers of the JOURNAL will be pleased to learn the following from the Illinois State Federation of Labor News Letter: "After a long and severe illness as a result of a complete nervous collapse, a turn for the better has finally come and Victor A. Olander (for many years Secretary of the Sailors' Union of the Great Lakes) is slowly recovering his health. Olander lost steadily for several months and was reduced to about one hundred and fifty pounds. He is still in a very weakened condition and it will be some time before he will be strong enough to undergo the operation necessary to remove the cataracts that are growing on his eyes. The fact that he has taken a turn for the better and is slowly improving brings relief and gladness to his many friends in the labor movement."

Now then, boys; a long pull, a strong pull, and a pull all together for a national 8-hour day and a 44-hour week.

When competition won't, co-operation will.

SHIPOWNER MULCTED.

Seaman Awarded $1500 For Loss of Index Finger.

Editor Seamen's Journal:

I enclose a copy of decision of Judge Edward L. Garvin, Judge of the United States District Court, Eastern District of New York, in the case of Hubert vs. Masaba.

This action was brought in admiralty and decides that even where the laws of the place or the land of surrounding waters in which the vessel is, when an accident occurs, there is no liability in rem; still when the vessel comes within the jurisdiction of a court of admiralty of the United States, the lien in rem attaches.

This decision necessitated investigation into far extending ramifications of the law. Questions of "lex fori" and "lex contractu" have been much debated in the past. They seem to be still debatable as indicated by the memoranda of law filed by the attorneys on both sides.

Messrs. Burlingham, Veeder, Masten & Fearey, one of the largest admiralty firms, took the view that a tort on board a French vessel while in Canadian waters should be governed either by the law of Canada where there was no lien in rem recognized or else by the law of France, the law of the flag, which likewise recognizes no lien. That therefore, the seaman, a Norwegian, who resided in Brooklyn, should have no remedy against the vessel, but be compelled to proceed against the owners in personam, if he could find them. On our side it was contended that the decisions of the Supreme Court, recently handed down in the case of Jensen vs. Southern Pacific; Chelentis vs. Luckenbach and Workman vs. New York City, controlled the case. In other words, the policy of the Supreme Court seems to be, to make the laws of the sea uniform. The general maritime law shall determine the liability of the ship, whether she be in a port of the United States or Buenos Ayres, Liverpool or any other place, unless, of course, there is to the contrary, a local mandatory statute.

This is a very interesting question. It works out harmoniously with the Seamen's Act, for that act is a local mandatory law. All ships coming within the ports of the United States enter those ports subject to the conditions imposed by our laws, one of which is that seamen shall be paid half wages on demand; that seamen shall not be arrested for desertion, etc. With the exception then of the local mandatory law, the maritime law is the same all over the world and the liability of ships, no matter under what flag they operate, should be the same.

We come back to the question of what law can be enforced in the forum. It is a broad proposition, but it would seem that no law made and applicable outside the forum can be enforced in the forum if it is contrary to the public policy of the forum, but again we come up against the decision of the Supreme Court in the Nielson-Rhine and Talus cases, where legal effect is given to a continuing contract for payment of wages and the courts are compelled to give legal effect to payment of wages made in advance of the time earned, although our local mandatory law says that in no case shall the payment of such wages be a defense to a suit or action brought to recover the same. The minority opinion, with all due respect to the court, seems stronger, more logical, and comprehensive than the majority opinion of the court, but the majority opinion aligns itself with the general embodiment of the maritime law above reviewed by stating that it could find no evidence on the part of Congress of an intention to make the section as a whole, apply to advances made outside the territorial jurisdiction of the United States.

A ground there has been taken that is not subject to attack The only remedy would seem to be an amendment of the section, definitely expressing the will of Congress.

The Masaba opinion is a very important one to seamen, especially as the award for the loss of the first finger, $1500, is a substantial award and one which might be conceivably handed down by a jury and I should say, under the circumstances, was fair to both the ship and the man. S. B. AXTELL.

The court decision referred to by Mr. Axtell follows:

United States District Court, Eastern District of New York. March 24, 1919.

Emanuel Hubert against Steamship "Masaba."

Silas B. Axtell, proctor for libelant.

Burlingham, Veeder, Masten & Feary, proctors for claimant.

Libelant has libeled the steamship "Masaba," a French ship. He was injured at Montreal, Canada, while assisting in making fast to a pier the boat in question, of which he was first officer. A wire cable, which he was adjusting, cut the first finger of his right hand, infection set in, and the finger had to be amputated. The cable was rusty and its threads were broken and protruding so that it was not in proper condition for use. The owner of the boat,

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 14, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping fair.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., April 7, 1919.
No meeting; shipping slow; members scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., April 7, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 7, 1919.
No meeting. Shipping and prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, April 7, 1919.
Shipping medium.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 7, 1919.
No meeting. Few men around; shipping fair.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, April 7, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, April 7, 1919.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, March 31, 1919.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 10, 1919.
The regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow. The full shipwreck benefit was ordered paid to one member wrecked on the bark "Albert."
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, April 2, 1919.
Shipping fair; shortage of galley- and messmen.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 2, 1919.
No meeting. Shipping good; very few men ashore
JOE MACK, Agent.
613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

Ole Eikland, No. 951, a native of Norway, age 28. Died in the wreck of the S. S. "Dumaru," Oct 16, 1918.

Possible loss to San Francisco of a large part of the Oriental export trade in raw materials was seen by shipping men, in a report that the Toyo Kisen Kaisha is contemplating the establishment of a direct line of freighters between Japan and New Orleans, Cuba and Porto Rico. K. Doi, San Francisco manager of the company, has been called to Japan for a conference. It is understood that he is taking with him data on comparative freight rates between Eastern points and San Francisco and New Orleans, tending to show that commodities can be loaded more cheaply at the Gulf port than here.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Thirty-five thousand strikers from the woolen mills in Lawrence, Mass., and 12,000 strikers from the silk weaving mills in Passaic, N. J., and many thousands of textile strikers in Paterson, West Hoboken and other New Jersey towns, have been taken into the independent labor organization which thus far has been known as the Amalgamated Clothing Workers of America. They have left their various affiliations with A. F. of L. or independent unions to join the Amalgamated since the latter has changed its constitution so as to include all workers in cloths as well as clothes and clothing. The reason which has brought them into the big independent union appears to be the fact that the Amalgamated offered them powerful aid in getting the 44-hour week in place of the 48-hour week which their former leaders considered sufficient.

This development is being watched with keen interest by Labor Department, War Labor Board and American Federation of Labor officials, who believe that it may lead to an industrial organization of the textile and clothing industry as complete as now exists in the coal mining industry. Examiners for the War Labor Board consider the Passaic-Lawrence-Paterson movement to be the natural outcome of the get-together spirit which War Labor Board awards in Bridgeport, Pittsfield, Schenectady and other places have stimulated. The first step taken was to invite in, as advisers in strikes which were well along, the organizing force of the Amalgamated. The second step was the calling of a conference for next week, at which delegates from all of these textile workers will vote on affiliating formally with the Amalgamated or upon establishing a textile union of their own which will have an alliance with the Amalgamated.

In either case, the labor movement in the East is to-day faced by a development which is similar to that now taking place in England—a breaking away from old conservative leadership to go with a young and aggressive organization which offers more radical demands and more frequent strikes. The United Textile Workers remain in the textile field as the representatives of the American Federation of Labor, but it is evident that sooner or later the membership of the United Textile Workers and the International Ladies' Garment Workers and the United Garment Workers must get together with the Amalgamated Clothing Workers and the United Cloth Hat and Cap Makers, in order to fight the employers effectively. Either the A. F. of L. will take back the independents under a general agreement that the cloth and clothing industry shall be organized on an industrial basis, or else the independents are likely to develop very much faster than the other organizations, and possibly be joined by some now within the A. F. of L.

This, at least, is the consensus of official opinions here.

It may be of interest, by the way, to state that the Lawrence textile strikers include 10,000 Italians, 5,000 Poles, 4,000 Germans, 3,000 Lithuanians, 1,400 Franco-Belgians, 1,000 Russians, 800 Greeks, 500 Armenians, 350 Jews and 800 Portuguese. There are 400 Portuguese and 250 Armenians at work, along with 75 Italians, 75 Germans, 50 Polish, 14 Lithuanians, 12 Greeks, 10 Franco-Belgians, 10 Russians and 5 Jews.

Whether the spurt taken by radical unionism in the East be partly responsible for it or not, a very decided change in the tone of Eastern newspapers toward labor's rights in America is to be observed this week. The Patullo article in the Saturday Evening Post, supporting the stand against militarism at home which the labor movement has taken, is only the mildest of these indications. Cartoons by McCutcheon, and editorials sprinkled through most of the junker press tell a story of alarm over what organized labor may do to its stubborn enemies. The fact that the Labor Party in Chicago polled less than ten per cent. of the total vote in the municipal elections has fooled nobody. Big business men know that the real question this year is not the political vote but the strike vote.

The Employers' Industrial Commission which has returned from Europe to report to the Secretary of Labor upon the new industrial conditions in England, has issued a note of warning to employers.

"The issue," they say in their report, "is squarely drawn on the demand of the working people to have a better industrial day. They seek not merely small non-essentials, nor commonplace essentials, but a real step forward in their conditions of life and labor.

"Interviews with many of the workmen tend to indicate that 'unrest' is rather an inadequate term. There are many intimations of 'direct action' and a complete overturning of the present social structure. But we believe the more extreme demands are largely limited to a class which has been thinking and talking along these lines for years."

British employers, they say, are almost a unit in favoring collective bargaining, and in wanting to deal with the regularly established unions. The employers have had enough of fighting the unions; they are convinced that unions give stability to the industries. The conservative labor leaders and conservative unionists agree with the employers in opposing the radical unionists who propose a peaceful social revolution. The Commission feels that even the radicals in Britain do not expect to start a complete social change at once, but to get at it slowly, through a period of years. Yet even so, they believe that the progress of social revolution is becoming more popular, and that unless American employers "quickly change their ways," there will be serious unrest in the United States.

The British Trades Union Congress is perhaps a bit more aggressive than these American employers thought. Yesterday it adopted, by acclamation, a resolution demanding the withdrawal of all British troops from Russia, the withdrawal of the military conscription bill from Parliament, the raising of the food blockade against Russia and Hungary, and the immediate liberation of conscientious objectors. Robert Smillie, head of the Miners, and head also of the Triple Alliance of the Miners, the Railwaymen and the Transport Workers, who offered this resolution, declared that the Miners would strike for the removal of military conscription and the raising of the blockade. War Minister Churchill announced in the House of Commons that conscientious objectors who had been in prison two years would be set free.

Paris correspondents feel sure that the United States and Britain are about to recognize the Russian Soviet government, as a means of quieting the sort of labor protest illustrated by the action of the British Trades Union Congress, and as a means of stopping Bolshevist propaganda in Western Europe. One of the first things which will happen, following such a recognition of the working-class rule in Russia, will be the sending of a big Russian labor mission to this country, to visit the principal trade union centers and to talk over world-wide labor relations, face to face. Similar Russian labor missions will visit all other nations which offer peace. Since the American and Allied troops are to be withdrawn from Russian and Siberian soil this spring, it is quite possible that a mission from Soviet Russia will be among the visitors at the convention of the American Federation of Labor at Atlantic City in June.

Any such mission will, of course, be expected to refrain from political propaganda of any kind while in this country. It will probably be made up of men high up in the leadership of Russian labor, men who speak English, and perhaps have served their time in Siberian prisons under the late-lamented Czar. They will come to learn directly of American trade union methods, and to give information of what has been won by Russian labor since the old regime was overthrown.

Whether the Russian and Hungarian situation has anything to do with the President's taking up the question of pardoning Eugene V. Debs is a matter of guessing. Frank P. Walsh has joined with a number of former Socialists in asking that Debs be given a stay of imprisonment until the matter of a pardon shall be considered. Secretary Tumulty at the White House gave out the news that the President had asked for information and advice on the case, before the Department of Justice got the same news from Mr. Tumulty. Over in Europe Debs is considered by the Socialist masses to be one of the great war martyrs, just as Liebknecht was considered while he was in prison in Germany. After all, the Paris treaty will not settle anything for long unless the masses of the people decide that it is a democratic document, to be carried out by sincerely democratic leaders. They have never understood why Debs was sentenced to prison at the very moment that President Wilson was winning his fight against the reactionary diplomats in Paris.

The High School Teachers' Union, the Grade Teachers' Union, the Federal Employes' unions, and the Women's Trade Union League here are engaged in a battle royal with the Board of Education, which has fined Miss Alice Wood, a teacher of English in Western High School, one week's pay for having made a statement in class that the Bolsheviks are not Nihilists. She was given no trial, and has not yet been granted more than an "informal" questioning as the basis for the action of the Board. More than that, high school teachers were forbidden for some time to discuss either the League of Nations or Bolshevism as one of the "current topics" in their classes. Protest by the organized teachers and Federal employes in the city has resulted in the Board's graciously permitting the discussion of these topics once

more. But after a long secret session this Board refused to withdraw the punishment or give her a hearing. The case will now be taken to the courts by the organized teachers. They point out that the arbitrary action of the Board leaves the teachers with absolutely no security of either salary or employment, much less any freedom of opinion.

The Board is selected by Federal Judges in the District of Columbia, who hold office for life. One of the judges until recently was the notorious Daniel Thew Wright, who tried to send Messrs. Gompers, Morrison and Mitchell to jail. The chairman of the Board is head of a street car company; another persecutor is a bank president; another is employed in the Naturalization Bureau; another is in the Department of Justice. There are, of course, no labor spokesmen nor educators on the Board!

Even the organized small business men have realized that the deal is too raw to go down, and they have proposed that Congress shall pass a law permitting the people of the District of Columbia to elect their own school board.

THE "FLU" IN CAPETOWN.

Graphic details of the terrible sufferings of Capetown from the influenza scourge are contained in a private letter from the head sister of the New Somerset Hospital, which is reprinted in the London Times.

"We have had a most terrible time in Capetown, and in fact all over South Africa with Spanish influenza. It has upset everything; the rush in Capetown has been so dreadful that every one who was not ill has been worked to the limit. At first we laughed and joked about the 'flu,' but in a few days people began to be ill by dozens; the sickness was very violent, very short, and very fatal. Before the first week was out they were dying as if with a plague, by the scores, and later by the hundreds. The deaths started at twenty a day, and before many days were over mounted up to 500 and even 600 a day. In two weeks 6000 people died, and Capetown was like a city of the dead. In the hospital here the servants took ill first; then all the laundry people, then porters and ward maids; last of all the doctors and nursing staff. The people died in the streets; at one time big covered wagons patrolled the streets to pick up the dead. A house-to-house visitation was started, and the most terrible state of affairs was discovered; whole families stricken, the dead and living in the same beds, no food in the house, no one able to crawl about to get it; hundreds of people starving because they could not go out to get food; all delivery carts stopped, no one to drive them; shops shut, the people being ill; business houses shut up; trains and trams stopped running; theaters, bioscopes, and churches all empty and closed. It was like the Great Plague of London.

"In the great cemetery six miles out of Capetown there were no people to dig the graves; people carried their friends and relatives from a motor-car to the plots, and had to dig the graves themselves; often they were so weak that they could only dig two or three feet deep, and as they turned to get the body they had brought other people came and threw the bodies of their friends into the graves others had dug; fights ensued, and the scenes were terrible. No clergymen or priests to bury any one. At the height of the plague there were no coffins, and the people, rich and poor, were buried in blankets. The bodies turned black some hours before death, and the stench from them a day, or even two days, before they died was like a pestilence. Relief parties were organized, and the military were called out to dig graves. Doctors and nurses worked till they dropped, and others, to keep themselves well, never went to their homes, but slept somewhere else with the door locked, as otherwise they could get no sleep.

"Telephones were not used—nearly all the exchange people ill, and the doctors disconnected their 'phones, as otherwise the thing never stopped ringing. The town and suburbs were portioned out to the doctors who kept well, and if they fell ill that district was left without a doctor.

"In the hospital here we were crowded out, and all the staffs short. On night duty it was terrible; at times we had 400 patients, and several times I only had ten nurses on duty. My nurses worked like heroes; never can I tell how fully they lived up to the highest traditions of their profession. Young nurses, most of them, we were all working at more than our best, the dead and dying all around, and death in a terrible form, too, many shrieking to the last in a terrible delirium. Yet my nurses never faltered; they knew it was almost impossible for them to escape getting it; still, steady, brave, loyal girls, they never failed me, and at times I had to ask such big things of them; none ever said 'No.' Night after night some of them got ill and had to be forced to bed; when there were no others left to take their places those remaining on duty did double work. How we did it I do not know. Out of a staff of 110, only twelve or fourteen escaped the disease. All the doctors were down at one time or another; we lost one doctor and one of the porters. Although many of the nursing staff were very near death, we saved them all."

AN UNKNOWN LAND.

The man in the street is, perhaps, more interested in Siberia to-day than ever before. It is an extraordinary land—one of the biggest, and certainly the loneliest, on the globe. It contains nearly five million square miles, being bigger than Europe, and about forty-five times bigger than the British Isles.

Although it is about seven thousand times bigger, yet the population of the whole of Siberia only exceeds by a million that of Greater London.

That means that there are hundreds of thousands of square miles where a human being is never seen.

The railway which connects Siberia with Russia forms the greatest undertaking of its kind in the world. The total distance it covers from Petrograd to Vladivostok is 6,521 miles, and to Port Arthur 5,913 miles.

At Yakutsk, one of the chief cities of Siberia, is one of the seven wonders of the world. It has a frozen well of which no one has been able to find the bottom. In 1829 a Russian merchant tried to find the depth of the frozen stratum, but thirty feet down he gave up the task. Then the Russian Academy of Science took up the digging, but at 382 feet the earth was still frozen as hard as a rock. The scientists were puzzled. Natural cold, they urged, could never penetrate to such a depth. No explanation of Yakutsk's frozen well has yet been found.

CHILD LABOR.

Last year the number of boys of 15 and 16 and girls between 16 and 18 entering employment for the first time increased 35 per cent., with a corresponding decrease in the school records. There is a 25 per cent. increase in the juvenile delinquency in courts, and the offenses, for which children are brought into court are more serious. The effect of long hours upon children cannot be ignored. In North Carolina for instance hundreds of children under 14 were immediately set to work on a sixty-hour week. Children all the way from 5 to 14 years of age have been found employed by representatives of the Children's Bureau. It is necessary that summary action be taken by the United States, for the States themselves have proved hopelessly unable to cope with the situation. In twenty-four States it is perfectly legal to work children of 14 more than 8 hours a day. The eleven-hour day for children is common in the United States. This is not a State problem. We have essentially the same conflict between industries based upon child labor and adult labor, that we had between industries operated by slave labor and free labor. They cannot exist side by side. One or the other must go.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

prised his audience by "hitting below the belt."

He denied that rest rooms, shower baths, lunch rooms and other welfare work was for the benefit of the workers alone and declared that they were done to increase the workers' efficiency from which the employer derived a profit. The management, he said, deserved no credit from the workers' standpoint for the better conditions.

The speaker declared for the right of labor to bargain collectively, the right of the worker to improved housing conditions and better school facilities for his children, and predicted that the eight-hour day was inevitable.

When the Chattanooga man concluded his address, and the club members recovered their breath, they gave him a hearty "hand."

Leather Workers Gain.

President Bryan of the United Leather Workers' International Union reports that members of this organization employed on traveler's goods have shortened hours, increased wages and improved working conditions in a number of localities throughout the country. Harness and saddlery workers employed on commercial work are establishing the hours, wages and working conditions that the union has secured on government contracts.

After a four-weeks' strike leather glaziers employed by the F. Blumenthal company, Wilmington, Del., defeated an attempt to reduce wages 25 per cent. The solidarity of the men and women members of the Leather Workers' Union resulted in an increased membership to the union.

St. Joseph, Mo., tannery workers employed by the St. Joseph Tanning Company (Swift & Co.) adjusted their strike of 10 days. Future differences will be referred to Judge Alschuler, arbitrator in the packing industry.

Oppose Wage Reductions.

The business world need not expect wage reductions because wages are not high compared with prices, is the warning and advice issued by the Department of Labor through Roger W. Babson of the education and information service.

"I want to make it as clear as possible," said Mr. Babson, "that no possible wage reduction need any longer be looked for. In the first place, wages are not high compared with prices. Statistics show that prices have advanced, so far as the cost of living is concerned, about 65 per cent. in the United States during the war. Wage rates on the average have not increased that much.

"Business men can not be prosperous unless the workers are well paid. We are not making goods to sell to Mars, but to people right here in the United States—working people; and these people cannot buy anything if they are not working, and not much if they are poorly paid. The workmen are the consumers, and in that way furnish the real orders."

Break Agreement.

Several Madison metal trades employers have broken their agreement with employes that the National War Labor Board adjust wage differences. The board's award is now ignored by the employers.

In an editorial entitled "Madison's Real Bolshevists," the Capital Times says:

"Labor met the test and went back to work at a time when they could have enforced their demands with little difficulty. It was a gentlemen's bargain with employer and employe being signatory to the agreement.

"Labor stood by its word. The employer is now attempting to repudiate the agreement entered into. The employer, agreeing to submission under the sacred reason of patriotism, is now making hypocrisy of that covenant entered with labor and selfishly endeavoring to hang on to the disgraceful profits made during the war.

"What if labor had acted as the employers have done? What would be said about them? Wouldn't the forces of publicity which are so quick to assail the patriotism of the little fellow howl about a lack of honor and decency and patriotism?"

High Living Costs.

In its annual report on the statistics of manufactures for the year 1917 the Massachusetts Bureau of Statistics says that the per capita average yearly earnings of wage earners for all industries in this State advanced from $569.43, where it stood in 1913, to $758.23 in 1917.

This is an advance of slightly more than 33 per cent. in four years.

The statement by the Massachusetts bureau of statistics that wages as a whole have advanced 33 per cent. in four years sustains the claim of organized workers that so-called high wages that have been paid since the war started cannot reach high living costs.

The Massachusetts figures are compared with the report of the United States Bureau of Labor Statistics which shows that the cost of food prices as a whole advanced 43 per cent. between September, 1914, and September, 1917. These figures do not include increases in the cost of clothing, shoes, shelter and numerous sundries that are necessary for the maintenance of American living standards.

At last a head-on collision has occured between those two hearty enemies, the American Union Against Militarism and the National Security League. A joint debate on the subject of universal military training has been pulled off by a New York magazine, The Arbitrator, between Henry Litchfield West, executive secretary of the National Security League and Charles T. Hallinan, executive secretary of the American Union Against Militarism. The latter organization seems fairly content with the result as it has reprinted the debate in full, giving both sides, without any comment whatever. A copy which has reached our desk bears the address of the Union, 203 Westory building, Washington, D. C., and indicates that the price is five cents.

The gum of the pine seems to be practically indestructible, and to-day one of the chief exports of New Zealand is from the gum of kauri trees which died centuries ago. The wood has long since disappeared, but chunks of pure, amberlike gum are still dug from the old stumps.

Demand the union label upon all purchases!

JUSTICE AND THE EX-KAISER.

Almost every day we read of the steps being taken to bring the ex-Kaiser to "justice"—to punish him for the crime of having engineered the slaughter in Europe which has just concluded. But, strange to say, nothing of a tangible nature seems to have been done to bring the gentleman in question to the bar of justice. And if we are not very much mistaken, nothing much will ever be done.

As a matter of fact, the ex-Kaiser has more to fear from the knife or the bullet of an assassin than from the hands of the windy jingoes now clamoring for his head.

We are told that, having abdicated and assumed private citizen rights, there are "international" complications standing in the way of bringing the ex-Kaiser to stand his trial. This is so much piffle and hot air. No international complications stand in the way whatever.

What are the facts? British and French courts have already judged the ex-Kaiser guilty of murder. What follows? Since Holland is one of the world's nations, adhering to the law of extradition, all that is necessary is for either the French or British Governments to demand his extradition from Holland. Were he a working-class criminal, be sure they would not have hesitated so long before bringing him to the bar of justice. Neither would they have lost any time debating over "international complications" either.

Even supposing there was no law of extradition, they could still have secured him within twenty-four hours, if they wished. The British Government still possesses its war-time powers, and technically a state of war still exists between the Allies and the enemy Powers. They could demand that he be handed over, and handed over he would be. International rights did not stand in the way of the Allies when the coasts of Holland were forcibly blockaded, in spite of Holland's protests, nor when the British Government seized the Dutch shipping some time ago. Holland was forced to comply with the Allied wishes whether that country liked it or not. And if a demonstration were made demanding the body of the ex-Kaiser, we have not the slightest doubt that he would be handed over in quick time.

The plain fact is, that despite all the frothings of jingo politicians and the paid press, Capitalism in the Allied countries has no intention of making the ex-Kaiser pay the penalty for his alleged crimes.

And after all, what would it profit the world if one or a hundred ex-Kaisers were lined up and shot, or jerked into eternity per medium of the hangman's noose?

If the world's people devoted their attention to obliterating the system that makes for Kaisers, Czars, and the whole "divine right" business they would be making some progress worth talking about.

But while they get the idea in their heads that justice will be done simply by taking an ex-Kaiser's life, they have a very crude idea of the needs of humanity.—The Australian Worker.

"I look upon Conscription as the taproot of militarism; unless *that* is cut, all our labors will eventually be in vain."—General the Rt. Hon. J. C. Smuts, in memorandum prepared for the Peace Conference.

A PLEA FOR DISARMAMENT.

The provisions of the Constitution of the league of nations as adopted at Paris lend interest to the following discussion of the question of disarmament by G. Lowes Dickinson. The article appeared in the first issue (January) of the *League of Nations Journal and Monthly Report* published by the League of Nations Union of Great Britain. It reads as follows:

There is one truth which ought to become the basis of all efforts to abolish war. It is this. The principal cause of war is preparation for war. The fact that this should appear to most people, even now, to be not a truism but a paradox, shows how slow the obvious is to penetrate men's minds. Only the other day M. Clemenceau gave proof that he had learned nothing from the war and what led up to it by reaffirming his belief in the "balance of power," and then (of course) interpreting it as meaning the opposite of a balance, that is, a predominance of power in the hands of the liberal Powers. That, in fact, is what the balance has always meant. Every weight in it, so to speak, constantly striving to increase itself so that it may weigh the balance down. That is the root of the competition in armaments. The competition then breeds mistrust and fear. Every state or group of states says it is arming for "defense." The rival state or group believes the contrary. It becomes at last a question not whether there should be a war, but who should begin it at the advantageous moment. There need hardly be even a show of cause of dispute; there never is inadequate cause for war. The war arises in order that some state or other may not, at some other time, be attacked at a greater disadvantage. All this is as plain as two and two is four. Yet it is prevented from reaching men's minds by the long habit of being armed. Unless they had a preponderating fleet the British would not feel safe. And that, although there might be no rival fleet to threaten them. So with the continental nations and their armies. A disarmed frontier looks to them like suicide. Yet for a hundred years in North America 6,000 miles of frontier between the United States and Canada have been unguarded, and nobody has felt insecure. Why? Just because the frontier was unguarded, so that neither party had to fear an attack. For that reason, mainly, the many acute disputes between the United States and Canada or the United Kingdom have not led to war. Palpably armaments are the cause of war.

Now, in fact, as this war has ended, there is no reason why all states should not disarm by land and sea. The militarist autocracies are smashed to pieces. The liberal democracies, by their own professions, could not contemplate making an aggressive war. There is therefore no one left to make such a war. But a defensive war is impossible if there is no offensive war.

Disarm, and of necessity all disputes are settled by other means than war. Disarm, and the principal difficulty in the way of a league of nations, mutual fear and suspicion, vanishes. Disarm, and permanent peace is guaranteed, so far as anything can be guaranteed in this world.

Why then is disarmament, complete all-round disarmament, not the thing peoples are demanding and statesmen preparing? Simply and solely because of the inertia of bad habit. There are, no doubt, subsidiary reasons—professional militarism and navalism, armament firms, and all the interests that fatten on war, that live on human flesh and blood. But these could not resist a real popular demand for disarmament. The demand is not there, because the knowledge and the thought is not there. Peoples say that they want permanent peace, but they will not sacrifice to it the least of their prejudices nor the thousandth part of their time and trouble. The world will therefore continue armed. And so continuing, will increase a thousand fold the difficulty of preserving peace.

VALUE OF ELECTION RETURNS.

The Supreme Court of Ohio has listened to the election returns. Two years ago the Ohio State Legislature enacted a bill barring insurance companies from selling workmen's compensation insurance. The courts ruled that the law was invalid. The Ohio State Federation of Labor prepared and submitted to the people an amendment to the State constitution empowering the Legislature to enact laws to regulate the insurance of employers' risks under the workmen's compensation law. The amendment carried and the legislature enacted a law forbidding employers to insure with private insurance companies. The insurance companies carried the matter to the Ohio Supreme Court which has sustained the law.

The experience of Ohio shows that exclusive State insurance is cheaper for the employer and more satisfactory for the employee. The premium rates are lower and the amount paid in compensation greater. The State does not employ adjusters to induce the injured workman or the widow of the workman who is killed to accept less than the amount due under the law. The money paid by the private company in salaries to officers, commissions to agents and as dividends to stock-holders goes to the injured workman and to the widow and the orphan.

MAKE IT SAFE FOR ITSELF!

Democracy, which means government by the majority, isn't necessarily right, for the very simple reason that the majority may be wrong. Only an intelligent democracy can be right. The ignorant democracy automatically becomes the victim of the unscrupulous minority. The moral is, to educate the many, and thereby make Democracy safe for itself.

SHIPOWNER MULCTED.

(Continued from Page 7.)

the claimant, contends that the libelant's rights are to be determined by the Canadian law, which does not give a seaman the right to sue in rem for an injury resulting from the unseaworthiness of the ship. It was held in "The Osceola," 189 U. S., 158, that "the vessel and her owner are, both by English and American law, liable to an indemnity for injuries received by seamen in consequence of the unseaworthiness of the ship, or a failure to supply and keep in order the proper appliances appurtenant to the ship." The claimant urges that the libelant should have set up the French or Canadian law whichever he claimed to be applicable. It does not seem to me that this is necessary (The "Titanic," 233 U. S., 718). The injury to the libelant was painful, involved expense and is necessarily permanent; it appears almost certain that his earning capacity will be affected. A decree may be entered for $1500 with costs.

(Signed) EDWIN L. GARVIN,
United States District Judge.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Ohio coal miners have won their long fight for legislation that will compel operators to maintain wash houses at the mines.

The International Brotherhood of Paper Makers is conducting a successful organizing campaign in the mills of the northwest.

Service and wound stripes, testifying to overseas duty, do not get the returned negro soldier a job in Chicago, according to Forester S. Washington, of the United States Department of Labor, supervisor of negro economics for Illinois.

The special committee of the Chicago Labor party has perfected plans for holding a delegate convention to arrange co-operation between the Nonpartisan League and the Labor party to be held either in Springfield or Chicago in May.

The New York Cotton Manufacturers' Association has abrogated its rule that any manufacturer who signs a union agreement must withdraw from the association. The bosses now say that these manufacturers can retain membership. The workers' solidarity made it impossible to continue the association if it insisted on ths anti-union policy.

In pursuit of its policy to acquire a great string of daily newspapers throughout the northwest, the Nonpartisan League has launched a stock selling campaign for a daily newspaper to be established in Minnesota. The first check received for the first share of stock sold was signed by Gale Plagmen of Minneapolis, business agent of the Teamsters' Union.

As an aftermath of the general strike in Seattle the newsboys of Tacoma have just won their fight for recognition for their union; for "full returns" which means the return of unsold papers to the publishers without loss to the boys; and the return to their regular street corners of the striking newsboys. The newsies have been on strike since the general strike of last February in a clean, fair battle for the principle of unionism.

The repeal of the property clause in the voting qualifications of Rhode Island was unanimously demanded at the convention of the Rhode Island State Federation of Labor. The resolution calls for every labor organization in the State to protest its retention in the statutes and to demand "the removal of all obstacles to the enjoyment of all the rights of citizenship." Another resolution pledged the delegates not to favor any candidate for the State Legislature who was not in favor of annulling the property clause.

In reply to resolutions by the Merchants Association of New York City, Director General of Railroads Hines says that the railroad administration is firmly convinced that the eight-hour day is the natural right of railroad workers. "The railroad harbor craft in New York," he said, "are nothing more nor less than movable railway bridges. Every railway employe on either shore whose work brought him in contact with the harbor craft was upon an eight-hour day, and his wages had been substantially increased. It was manifestly unfair to withhold from the harbor craft employes of the railroad administration a consideration as to hours of service and wages which had been extended to all other employes of the administration."

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INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

11-6-18

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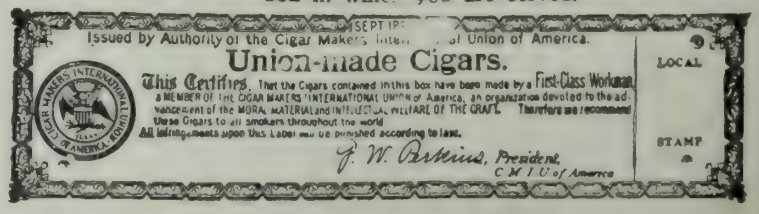

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One man groaning in agony, asking someone for mercy's sake to kill him—writhing on the ground—legless.

One man crouching against the wall, the upper part of his head blown off, a grotesque jaw the only indication that a man's head had been on that body.

And a third—the writer.

* * *

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Domestic and Naval

The British steamship "Lancashire Coast," ex-"Annie Hough," ex-"Delta," 1,109 tons gross, 552 net, built at Kinghorn in 1900, S. S. No. 1 in 1917, and owned by the Coast Lines, Ltd., is reported sold for about £35,000.

The Dutch steamer "'Nieu Amsterdam," which left New York March 26 is being detained in Plymouth by the British authorities. No reason is given. It is reported that the former German Minister to Mexico, Von Eckhardt, is on board.

The British submarine "E. 13," interned at Copenhagen, has been sold by the British Government to Mr. Willer Petersen, of Messrs. Petersen and Albeck, Copenhagen, for 150,000 kroner. The submarine is so seriously damaged as to be beyond repair, and is to be broken up.

The San Francisco Board of Supervisors unanimously passed a resolution approving the measure now before the State Legislature to carry over until the next fiscal year a bill to provide $25,000 appropriation for the establishment of a State naval training school at the port of San Francisco. The board in the resolution asked the members of the Legislature to support its stand.

A table annexed to the report of the Superintendent of Insurance, State of New York, shows that for the fiscal year ending June 30, 1918, other-State marine companies paid taxes amounting to $721,471 and foreign marine companies paid $743,-217. Total receipts of the Department were $2,250,651 and expenses $408,648, showing a surplus of $1,842,002. There are 46 purely marine companies transacting business in New York State, of which 5 are local, 3 from other States and 38 foreign (including marine departments of foreign fire companies). The total assets of the marine companies amounted on Dec. 31, 1917, to $80,877,947, total premium income was $64,287,632 and liabilities (including capital) $45,232,072. The insurance in force amounted to $1,336,-411,649.

There have been various rumors as to vessels supposed to have been chartered by San Francisco houses to carry barley to Europe. Investigation proves the rumors well founded and the United States Trading Corporation of 519 California street announces that the new Norwegian motor ships "Semeltind," 2500 tons, and "Kirketind," 2500 tons, now at Seattle, and the American schooner "Falketind," 3500 tons, now in port discharging, will load at once with full cargoes of California barley for Scandinavian countries. F. G. E. Lange, secretary of the United States Trading Corporation, said that a very good demand exists in all of the European countries for barley, and that the greatest difficulty in closing actual business is to provide transportation. Available vessels are scarce and the rates high, but as stocks are exhausted in Europe the merchants are eager to buy even at prevailing high prices. California barley is especially wanted as the reputation established for it before the war created a demand among consumers who recognized the high values contained in the grain, and who are not content to accept the substitutes offered from other parts of the country.

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DECEMBER 31st, 1918

Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Ahokas, I.
Aikens, Bill
Akerman, V.
Albert, John
Alne, G.
Amnell, A.
Amundsen, A.
Andersen, A.—2031
Andersen, Adolf
Andersen, C. Frank -2114
Anderson, Erik
Anderson, Gust
Anderson, John
Anderson, Nils F.
Anderson, Otto
Anderson, R. P.
Andersson, -1781
Andersson, C. J. -2185
Andreasen, H. -1477
Andresen, Almar
Anguiano. Rest.
Arentsen, Julian
Aris, John
Aronis, J. D.
Arvidson, Nels
Arvidson, H.
Asberg, Chas.
Astlund, John
Augustine, A.
Augustine, Herman
Augustson, A. H.
Aunberg, John S.
Auslitz, J.
Austin, Thomas
Axelsen, Geo.

Baak, M.
Backdsen, F.
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Ballod, F.
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Bassen, Geo.
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Benson, S. 986
Berg, Harold
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Blackwood, S.
Blomgren, Adolf
Blucker, John
Burns, Chas. L.
Bye, D.
Bye, Alf
Bye, Krist.

Cariera, Peter
Carlson, C. Aug.
Carlson, G. R. -776
Carlson, H.
Carlson, Oscar
Carlson, Peter
Carlsson, J. -1763
Carter, Sidney
Carruthers, M.
Castelein, F.
Catechi, C. V.
Chilcott, Geo.
Christensen, A. J. P.
Christensen, Harry
Christensen, L. P.
Christensen, Oskar
Christensen, O. H.
Christensen, V.
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Clausen, Louis
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Cornelius, L.
Cotter, E. N.
Cowden, Len
Crane, H. G.
Crew, E. G.
Cabre, Jack

Dahl, Louis J.
Dahlgren, W. A.
Dahlstrom, Arthur
Damberg, A.
Danielsen, L. M., -583
Darrak, Kenneth
Darwick, Th.
De Rady, Henry
Devenay, Edw.
Deur, Leo Le
Douglas, W. F.
Dudley, Will
Duivenboden, W.
Dwyer, E. J.

Edgarton, Jack
Edmann, O. -557
Edwards, John
Egan, J.
Egens, Nils
Engstrom, Ben
Eriesson, C. L. E.
Eriksen, Ole
Erikson, A.-571
Eriksson, Gustaf
Eriksen, Guttorm
Erikson, J. E.
Ertman, E.
Eskola, H.
Esterberg, Gust
Etherton, W.
Evensen, Louis
Evensen, Martin
Evensen, Alex

Fagerberg, Ivan
Fahlesson, Emil
Falck, Axel
Fickle, Omer
Fingberg, A.
Fjellman G.
Flansburg, I.
Flinkenberg, Uno
Flint, C. D.
Flood, A.
Foss, L.
Forsgren, C. J.
Freeman, Sven
Frizzel, R. L.
Fryxell, N. W.

Gallagher, W. J.
Gasch, Billy
Gerner, Hans
Giesdahl, Ell.
Golden, R. L.
Graham, Eric
Green, Lawrence
Gregg, Oliv.
Grover, Perry
Gundersen, Andreas
Gundersen, Ole
Gunderson, E. -1032
Gurek, B.
Gustafsen, A.

Haeland, O.
Hackensmith, R. C.
Hagen, Geo.
Hagerty, W. J.
Haggkvist, C.
Hakola, Bravo
Hallen, Victor
Halvorsen, Hans
Halvorsen, O. -1672
Halvorsen, T.
Hamren, Theo.
Hans, Henning
Hansen, A. -2644
Hansen, Geo.
Hansen, H. H.
Hansen, Hauger
Hansen, J.
Hansen, M. -968
Hansen, Reynolds
Hanson, Ola
Hansson, Nikael
Hansson, Harald
Hansson, O. Rudolph
Hapamaki, A.
Havnes, R.
Hederstom, T.
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Henrikson, V.
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Holm, Astrip
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Jansson, H.
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Jensen, Niels
Jensen, Gustav
Jensen, Hans
Jensen, Julius
Jensen, Karl
Jessen, C. A.
Jewett, Chas.
Johannessen, A. -1487
Johannessen, J.
Johannessen, Alf.
Johanson, Fred
Johanson, John
Johansson, Algot
Johansson, J. R. -2423
Johnsen, Gunnar
Johnson, Leonard
Johnson, Michael
Johnson, Olof
Johnson, Oscar
Johnsson, Nath.
Johnston, Leslie
Johnstone, J.
Jones, E.
Jorgensen, A. N.
Jorgensen, H. J.
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Karlsson, John
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Karlsson, August
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Kennedy, J. R.
King, A. H.
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Kjellson, Axel
Klink, A.
Kokki, E.
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Koskineen, Waino
Knoppf, F.
Koppel, C.
Kost, J. D.
Kjarstad, Elias
Krummers, Adam
Kullborn, O.

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Larsen, Arthur
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Larsen, Finwald
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Larsen, K.
Larson, Albin
Larsson, Carl S.
Larsson, G. L.
Larsson, Ragnar
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Leal, Cirilo
Lerch, Chas.
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Lindner, J.
Loughrey, C. W.
Lugar, Jack
Lund, Axel
Lund, John
Lund, Olai
Lundberg, Th.
Lundquist, R.
Luoto, Waino
Lyngaard, T.

Madsen, T. L.
Madsen, Jack
Madsen, Ludvig
Madsen, W.
Mahler, Hans
Martin, John B.
Mason, H.
Maymsen, H. R.
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McNair, H. S. S.
Miller, W. J.
Miller, Winford
Moe, Ragnold
Moldver, S.
Moller, H.
Monsen, Chas.
Moore, J. M.
Moore, M. H.
Morgan, E. V.
Morisse, H.
Morris, Lee
Morris, O. R.
Morrison, Phillip
Mortensen, -2191
Munroe, A. J.
Murk, Chas.

Nannestad, A.
Nelsen, Rangval
Newton, A.
Nielsen, Axel
Nielsen, H. J.
Nielsen, E. S. -1116
Nielsen, K. - 1314
Nielsen, Kristian
Nilsen, C. C.
Nilsen, Carl
Nilsen, O. L.
Nilsson, Hilding
Nordbye, J.
Nordenberg, A.
Nordman, Frank
Nordstrom, E.
Norkvist, Karl
Norling, Sven
Nielsen, H. P. R.
Nunes, C.
Nyberg, B.
Nystrom, Axel

O'Connor, R.
Olafsen, O. B.
Olsen, Peter
Olson, Edw.
Olausen, K.
Olausen, Louis
Olsen, Andrew
Olsen, Charley
Olsen, Hans
Olsen, Harry
Olsen, John
Olsen, N. -1372
Olsen, O. -1325
Olsen, Olai
Oldow, Stanley
Olson, Axel
Olson, Ole E. C.
Olssen, James
Oord, W.
Oosten, B.
Ortman, Carl
Ostergren, J.
Overwick, Th.

Peter, Chas.
Palm, T. L.
Paulsen, Aksel
Pedersen, E.
Pedersen, Eugen
Pedersen, Eysten
Pedersen, K. A.
Pedersen, Peter
Petersen, A. L.
Petersen, O. -1595
Petersen, V. -1949
Peterson, Frank
Peterson, O. -1551
Pederson, Torvald
Pendlebury, T.
Perdock, H.
Persson, Martin
Petersen, Geo.
Petter, G.
Pettersen, Higbert
Pettersson, Knut
Pettibone, G. W.
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Pokos, V.
Pope, B.
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Prestegaard, W.
Punls, A.

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Rasmussen, Jack
Rautio, Jack
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Rohman, Geo.
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Seike, Earl
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Siegurd, J.
Sillen, Georg
Skaanes, E.
Skoberg, A.
Skoog, P. A.
Skotvik, Ole M.
Smith, W. A.
Snow, W.
Solberg, B.
Sorensen, N. -2447
Sorensen, L. G.
Sowick, B.
Stecher, John
Stewland, J. K.
Stinessen, H.
Stout, Rob.
Strauss, Walter
Strom, K.
Stromblad, Olaf
Svendsen, Albert
Svensen, Geo.
Svensson, Anton
Swanson, J. -2907
Syversen, Ansgar

Tamanen, Erland
Taylor, S. E.
Thaning, Terkel
Thompson, M. C.
Thomsen, Wilhelm
Thorsen, Fred
Tobiason, Joel
Toman
Torgerson, Torger
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Tovey, Albt.
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Tysk, J. H.

Unwin, H.
Ullman, Emil

Van Der Graaf, J.
Van Helden, H.
Van Reen, T.
Van Vleet, F. B.
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Vihavainen, Geo.

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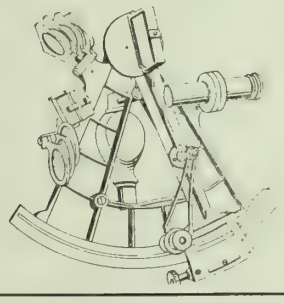
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News from Abroad

Establishment of an Austrian soviet republic by May 15 is forecast in advices received from Vienna. The Volkswehr already has gone out to the communists.

The French foreign office is advised that 200 Germans have been arrested in Barcelona and Seville. They are charged with participating in the riots in those cities.

It is reported that the British Government has decided to release all Irish political prisoners. To prevent a great public demonstration the prisoners will return to Ireland in small batches.

A London dispatch to the New York World claims that Herbert Albert Laurens Fisher, Minister of Education, one of Great Britain's most brilliant scholars, will succeed Lord Reading as British Ambassador at Washington.

Famine and unemployment at Odessa and throughout the Russian Black Sea regions are expediting the advance of the bolshevik armies southward, consular advices report. Industries are at a standstill, according to the advices, and food prices are advancing daily.

The Bolsheviki completely devastated the town of Ossa before its capture by Admiral Kolchac's forces, according to official dispatches from Omsk. All the educated classes in Ossa, the messages declare, were murdered, the total number of persons shot reaching 2000. Few of the men who were in the place are left, as nearly all the surviving workmen were carried off when the Bolsheviki evacuated the town.

The president of the Sydney Chamber of Commerce has delivered a speech, warning bankers and business men of the United States against over-exploitation of Australian trade. He asserted that a big American banking and commercial combine had laid plans backed by huge capital. He declared that if their plans were allowed to operate Australian industry would dwindle and unemployment become rife.

At a banquet given by Roberto Pesqueira, Governor of the State of Coahuila, in honor of American newspaper men, the Governor, who said he was speaking with the authorization of Luis Cabrerra, who will resume the Secretaryship of the Interior in a few days, said that the Government would enact a new oil law recognizing the ownership of the subsoil of all properties bought before the new Constitution.

In Paris, during the past month, nine barracks were thrown open for the sale of foodstuffs direct from the Government to the customer. It was estimated that when the stores closed at 5 o'clock 25,000 had been waited upon, and not less than 50,000 pounds of foodstuffs sold. Prices are half those charged in ordinary shops. The barracks, named the "Vilgrain Barracks," are in the most congested, populous and poorest quarters of the city.

Increasing agitation among the South African natives, growing out of the recent troubles in white labor circles, is reported by Reuter's Johannesburg correspondent. There is a movement on foot among the natives against the law requiring them to possess registration passes, and the authorities are rounding up the ringleaders. The movement is condemned by a number of the responsible and influential native chiefs, the correspondent states.

With the Wits

Fortune Teller—I see a loss of money.

Customer—Me, too. I have paid you in advance.—Boston Tsranscript.

"What is this terrific combat?" "A bargain struggle for marked-down millinery." "I get you. Fighting at the drop of a hat."—Kansas City Journal.

Hub—What did you do with all those unpaid bills, Alice?

Wife—I saw they were beginning to worry you, dear, so I destroyed them.—Houston Post.

Carter—Aren't you drinking a little more than usual?

Clubleigh—Yes; my wife has a cold in her head and can't smell a blame thing.—Kansas City Star.

"Miss Pacer is a very bright woman, judging by my interview with her." "What did she say?" "Nothing much, but she approved of what I said."—Cleveland Plain Dealer.

"What do you mean by an academic question?" "One in which there is no profit for anybody," said the Old Codger, "no matter which way it is decided."—Louisville Courier-Journal.

Caller—This poem was written by a lawyer. Has it any value?

Editor (glancing through it)—About as much value as a legal opinion written by a poet.—Cincinnati Times-Star.

Madge—I thought your engagement to him was merely for the duration of the war.

Marjorie—Pshaw! It will go on indefinitely. We've agreed to extend it for the duration of the Peace Conference.—Life.

Conscientious Objector—Shooting at those targets makes me realize how awful war will be. I'd die before I'd kill a man!

Officer (who has watched him shoot)—You certainly would.—New York Evening Sun.

"And you call yourself a lover of peace!" said Mr. Rafferty. "I do," answered Mr. Dolan. "After intentionally droppin' the brick on Casey?" "Yes. I've never known Casey to be so peaceful as he was just after I dropped that brick."—Washington Post.

Polite Shopman (showing goods)—Here is something I would like to call your attention to, madam. It's the very latest thing out.

Mrs. Rounder (absently)—If there's anything out later than my husband I'll take it, if only for a curiosity.—London Punch.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 33. SAN FRANCISCO, WEDNESDAY, APRIL 23, 1919. Whole No. 2535.

SEAMAN'S CLAIM ARBITRATED

Shipping Commissioner Decides in Favor of Seaman Unlawfully Discharged

When may a seaman, against his will, be lawfully discharged in a port other than the one specified on the ship's articles as the "final port of discharge"? is a question of interest alike to shipowners, masters and seamen.

The number of instances where seamen are unlawfully, and against their will, discharged in foreign ports, or in domestic ports far from their homes, probably runs into the hundreds every year. As a rule none of the parties involved in such cases —consuls, port authorities, shipmasters, seamen, etc.—have any clear conception, much less knowledge, of the law governing the subject. The seaman, being economically the weakest, and the party indicted to boot, invariably gets the worst of the deal. In fact, such discharges, more often than not, work hardships upon the seamen affected that, if suffered by landsmen, would entitle them to heavy financial compensation from the employer. Yet it is safe to say that not one seaman in twenty who is unlawfully discharged gets even the full amount of wages due him at the time, let alone any compensation.

For the reasons indicated, and others, an authoritative opinion on the subject of unlawful discharge of seamen is always welcome. The Journal is much pleased, therefore, to be able to lay before its readers an opinion of that kind, handed down in a case recently arbitrated by Mr. Theodore H. Price, first assistant to the United States Shipping Commissioner for the Port of New York, while acting for the latter.

The opinion in question is of much importance to seamen, as also to masters and shipowners; and should be carefully read by all parties concerned, with a view to future guidance in similar cases. To lawyers handling seamen's cases the opinion will be found especially valuable because of its resting upon long accepted court decisions, duly cited and applied. It is illuminating in other ways, too, and well worth perusal by anyone interested in seamen and their affairs.

Mr. Price's decision in full follows:

Office of the U. S. Shipping Commissioner, New York, N. Y.

Arbitration before U. S. Shipping Commissioner, New York, under Section 4554, U. S. Revised Statutes.

M. Constantine, Claimant, vs. Mallory Steamship Company, S. S. "Concho," Respondent.

Silas B. Axtell, Counsel for claimant.

The complainant makes claim for the following amount plus waiting time:

Money due at time of discharge	$18.30
Living expenses in Key West for three days, from August 30, to September 2, 1918, at $3 per day	9.00
Transportation to New York	89.60
Wages from August 30 to September 1, two days at $1.83 a day	3.66
	$120.56

Waiting time from September 1st, to the time of actual payment at the rate of $3.66 per day. Such compensation up to March 13, 1919, the date of memorandum on behalf of claimant, would amount to $596.58.

M. Constantine, the claimant, shipped as waiter on August 20, 1918, under wages at the rate of $55.00 per month, on the S. S. "Concho" for a voyage from New York to Galveston, Texas, and such other ports and places coastwise as the master might direct, and back to New York, a final port of discharge in the United States, for a term of time not exceeding three calendar months. The voyage commenced on August 21st, and terminated at New York, on September 13th, and the crew were paid off through this office. The official log book of the S. S. "Concho," filed with this office, on the said date, contains the following entries with reference to the said Constantine:

"9 a. m., August 27, '18—At sea, latitude 31° 55′ N., longitude 79° 30′ W. M. Constantine, waiter, refused duty when ordered to scrub deck in saloon. Fined two days' pay, $3.65. F. G. Avery, master. John Macfie, Steward."

"9 a. m., August 28, '18—At sea, latitude 29° 10′ N., longitude 89° 25′ W. M. Constantine, waiter, for continued wilful disobedience to lawful orders. Fined four days' pay, $7.25. F. G. Avery, Master. John Macfie, Steward."

"9:30 a. m., August 28, '18—Latitude 29° 10′ N., longitude 80° 25′ W. The entries regarding disobedience to lawful orders have been duly read over to each man—Grant Plair, waiter, and M. Constantine, waiter. They absolutely refuse to obey the order. F. G. Avery, Master. John Macfie, Steward."

"10 a. m., August 30, '18—Key West. The Deputy Shipping Commissioner having read over the entries against G. Plair and M. Constantine waiters. They both elected to leave the ship.

"Vouchers for the balance of wages due were handed to Commissioner:

C. Plair, 9 days at $55.00	$16.50
Less fines	11.00
Balance due	$5.50
M. Constantine, 8 days	$14.65
Fines	11.00
Balance due	$3.65

"F. G. Avery, Master. John Macfie, Steward."

The testimony shows that about three or four days after leaving New York, the right knee of the claimant became swollen; that the claimant reported that fact to the chief steward, in the presence and hearing of a witness, requesting some liniment or iodine to relieve it. The chief steward replied to the claimant that he had no liniment, and that he did not have time to bother with him. The following day, August 27th, in the morning, the claimant was ordered by the chief steward to scrub the floor of the dining-room with a scrubbing brush. The claimant informed the chief steward that on account of his swollen knee, he was unable to work on his knees and expressed a willingness to mop the floor with a long-handled mop, which could have been done in a standing position. He was not permitted by the chief steward to do the work in this manner, and upon his still declining to perform the work on his hands and knees, the chief steward ordered the claimant before the master of the ship. The master told him to do the work as ordered by the chief steward and that he was logged two days for disobedience. The following day, August 28th, the claimant was again ordered by the chief steward to scrub the dining-room floor. The claimant again refused for the same reason as on the day before, and he was again told by the chief steward to report to the captain. He was told, on this occasion, that he was logged four days' pay for disobedience of orders. On both occasions the claimant informed the master that his reason for refusing to scrub the floor in the manner directed was on account of his swollen right knee. Upon the arrival of the vessel at Key West on August 30th, the said Constantine was discharged by the master in the presence of, and with the approval of, an official from the office of the Collector of Customs, on account of disobedience of orders. The said Constantine was tendered by the master, in settlement of wages, the sum of $3.65, being eight days' pay, less the fines of $11.00 imposed by the master for disobedience on August 27th and August 28th. The amount was declined by the claimant and he was thereupon ordered ashore by the master.

He gathered up his belongings and went ashore, as ordered. Being without funds, he telegraphed to his sister in New York, and upon receipt by telegraph from her, two days later, of the sum of $100.00, he purchased a railroad ticket and returned to New York.

The first question to be considered is grounds for his discharge. I think the principle is well established by the Courts that the right of the master to discharge a seaman before the end of the voyage is dependent on whether his conduct was a serious breach of the ship's discipline, and conduct of this character has not been shown by the testimony in this case. If the refusal of Constantine to obey orders given

[illegible] been without good reason, which was not the case, such refusal would not have been sufficient grounds to justify the master in terminating his contract. The Statutes provide penalties for disobedience of lawful commands; the master imposed the penalty as provided by law, and further sought to punish him by leaving him at an outside port practically penniless, to make his way home to New York as best he could. Under the circumstances, as shown by the testimony, the fines in my opinion are unjust. Neither the chief steward nor the master appear to have paid any attention to his application for medicine, and took no steps to examine him and investigate his contention that his refusal was based on his inability to scrub the saloon floor due to a swollen knee. The causes for which a seaman may be discharged are ordinarily such as amount to disqualification, and showing him to be an unsafe or an unfit man to have on board the vessel. (Smith vs. Treat, 2 Ware, 266). (See Villa Y. Herman, 101 Fed. Rep., 132.) Seamen may be discharged for aggravated offenses, or for such gross and persistent misconduct as show them to be disqualified to perform the obligations of their contract. (Nieto vs. Clark, 18 Fed. Cas., 230.) Ordinarily the law will not justify the master in dismissing seamen for a single offense unless it be of a very high and aggravated character. (Cornelia Ansden, 6 Fed. Cas., 562.) In the case of Boston vs. the Ocean Steamship Company of Savannah, 83 N. E., 1116, 187 Mass., 561 (1908), it was held that a seaman who has shipped for a voyage from port to port and return, who is discharged by the master unjustifiably at the outward port before the voyage is ended, can recover from the owner of the vessel as damages for his wrongful discharge, not only compensation for his loss of time, but also his necessary expenses incurred in returning to the port of shipment. (See also The White Seal, 194 F., 402, 114 C. C. A., 364; The Emma F. Angel, 217 F. 311, Alaska Steamship Company vs. Gilbert, 236 F., 715, 150 C. C. A., 47.)

U. S. Revised Statutes, Sec. 4529, as amended March 4th, 1915, provides as follows:

"The master or owner of any vessel making coasting voyages shall pay to every seaman his wages within two days after the termination of the agreement under which he was shipped, or at the time such seaman is discharged, whichever first happens: in case of vessels making foreign voyages, or from a port on the Atlantic to a port on the Pacific or vice versa, within twenty-four hours after the cargo has been discharged, whichever first happens; and in all cases the seaman shall be entitled to be paid at the time of his discharge on account of wages a sum equal to one-third part of the balance due him. Every master or owner who refuses or neglects to make payment in the manner hereinbefore mentioned without sufficient cause, shall pay to the seaman a sum equal to two days' pay for each and every day during which payment is delayed beyond the respective periods, which sum shall be recoverable as wages in any claim made before the court; but this section shall not apply to master or owners of any vessel the seamen of which are entitled to share in the profits of the cruise or voyage. (This section shall not apply to fishing or whaling vessels or yachts Dec. 21, 1898, sec. 26—but this section shall apply to all vessels engaged in the taking of oysters—June 28, 1906, sec. 4.)"

The facts in this case show that wages were tendered upon discharge; not the full amount earned, however, but the balance due after deductions of fines imposed by the master, which amount was refused by the claimant. It would seem, therefore, that there are fair grounds for controversy as to the amount due, which in the light of the authorities I have read, would exempt the ship from the penalty imposed by the Statutes. A case in point is Alice B. Phillips, 106 D., 956 (1901). On the discharge of a seaman, a dispute having arisen as to the amount due him, the master went with him before a shipping commissioner, who decided in favor of the contention of the master. Held that such decision, although erroneous, constituted a reasonably "sufficient cause" for withholding the additional wages claimed to exempt the ship and owners from the penalty imposed by R. S. Sec. 4529, as amended by Act Dec. 21, 1898 (30 Stat., 756), for a failure to pay promptly on discharge.

Reference is also made to the following cases: The Sarah C. Sumner, 142 F., 811 (1905); The Express (D. C., 129 F., 655 (1904); Gen. McPherson, 106 F., 800 (1901); The Geo. W. Wells, 110 F., 761 (1902); The Amazon, 144 F., 153. The opinion of Judge Irvin, in the case of the Columbia, 252 F., 658 (1914), in which he discusses the words "without sufficient cause," is of interest in this connection.

It is my opinion that the discharge of Constantine at Key West was without sufficient cause, and that, under the law, he is entitled to, and I hereby award him the following:

Wages from date of shipment to end of voyage, to wit: August 20th to September 13th, 1918, 25 days at $55.00 per mo.	$ 45.83
$3.00 a day for 5 days' living expenses while in Key West and en route to New York	15.00
Cost of transportation to New York by rail	61.98
	$122.81

The claim for waiting time under R. S. 4529 is not allowed.

(Signed) PATRICK H. QUINN,
U. S. Shipping Commissioner,
New York, N. Y.

March 28th, 1919.

NONPARTISAN LEAGUE DOCTRINES

Surveying the economic program of the Nonpartisan League as a whole, we may properly call it radical; if we like to mix description and denunciation we can stigmatize it as "socialistic." Nevertheless, it is not Socialism. Whether it is too radical for social safety, whether it would put upon the State a burden of industrial control and management that is unsound and unwise, are questions about which men may honestly differ. Those who do not believe in the demands and proposals of the new organization need not be very fearful; for by the time that its members have removed the constitutional obstacles that confront them, they will probably be in a mood to proceed slowly and to test carefully each gradual step in their radical program. No body of American farmers, the majority of whom are farm owners, is going to make a revolution. On the other hand, the doctrines and the history of the Nonpartisan League are a very important "sign of the times." That the most conservative class in our society should have produced an organization and a program of this sort, is a phenomenon that is well worth serious and fair consideration.—The Catholic Charities Review.

PUBLIC VS. PRIVATE CONTROL.

A writer familiar with the telegraph service in this and other countries, under both private and public ownership, has pointed out in a recent issue of Pearson's Magazine a most striking illustration of the advantages of public ownership. He says:

"The United States enjoys the unenviable distinction of paying twice the rates of any European nation and of sending hardly any more telegrams than England, although it is twice as populous.

"The minimum cost of a telegram in the various civilized nations is as follows: Great Britain, 12 cents; France, 10 cents; Germany, 12 cents; Belgium, 10 cents; Switzerland, 12 cents; Austria, 11 cents; United States, 25 cents.

"That the number of telegrams sent is inversely proportional to this minimum cost is shown in these figures. The number of telegrams used for every 100 inhabitants: Great Britain, 84; Switzerland, 127; France, 108; United States, 95."

Skunks become quite contented when domesticated and the objectionable odor that has made this animal offensive, yet which saves it from its many enemies, is rarely encountered on a fur farm. The odor is noticeable only when the skunk is put on the defensive, and on fur farms it is easy to avoid arousing its anger and excitement to the point where it is obliged to use its only means of defense for its own protection. Skunks are as playful as kittens, and always better natured.

AUSTRALIA'S POPULATION.

Before the end of 1918, Mr. G. H. Knibb the Australian commonwealth statisticia was able to announce that in Septemb the population of the commonwealth, e clusive of full-blooded aborigines, ha passed the 5,000,000 mark. This poi would have been reached four years befo if it had not been for the departure troops and the cessation of immigratio The effect of the war was shown i 1915-16, when for the first time since 17 the population figures for the whole Australia showed a decline. With the r sumption of normal conditions and th return of Australia's troops, it is probabl that the next census, about the end March, 1921, will see a total of 5,400,00 On December 31, 1800, the population, e clusive of aborigines, was 5217. In 185 seventy years after the first settlement, th million mark was reached. The secon million came in 1877, the third in 1889, th fourth in 1905, and the fifth in 1918. Sinc the attainment of the first million, Australi has averaged a million ever fifteen years.

The ordinary coffee plant is a native o Abyssinia, and as such was used as a bev erage, both in the wild and cultivated state from time immemorial. It was carried int Arabia about the beginning of the fifteenth century. From Arabia it was carried to al parts of the Mohammedan world by th Mecca pilgrims, who found in it a happy substitute for the alcoholic beverages forbid den by the Koran. The first authentic men tion of it by a European was by a Germar physician and traveler, on his return from a tour through Syria in 1573. It was brought to Venice by a physician in 1591. It was referred to in 1621 by Burton in his "Anatomy of Melancholy" as follows: "The Turks have a drink called coffee, so named from a berry black as soot and as bitter which they sip hot because they find by experience that that kind of drink so used, helpeth digestion and promoteth alacrity." The first coffee house established in London was in 1652. Coffee was heard of in France in 1658, and became fashionable in Paris in 1669.

The Chinese themselves, according to a Canton paper, recognize the extreme complexity of their written language. About twenty years ago, in the days of the Empress Dowager, a scholar and reformer named Wang Chao, who held the highest obtainable literary degree, conceived the idea of a simplified form of Chinese writing. He invented a phonetic system of symbols, which was promptly branded revolutionary and suppressed, while its "radical" author was banished. Lately, however, the idea has been reintroduced, and the Government has tried a system of the same kind, but more complicated, without much success. Two missionaries of Tsangchow have fared better in an effort to revive Wang Chao's phonetic script, which is based on the fact that, although the number of characters is vast, there are only 318 "word sounds" in the Chinese language.

"Every workman in his trade union; every employer in his trade association," is the ideal of trade organization announced by Dr. Addison, British minister of reconstruction.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Crowded Off First Page.

Organized employees of the Post Office Department are crowded off the first page of newspapers with their quarrel with Postmaster General Burleson because of the Postal Telegraph company's quarrel with the postal chief.

Mr. Burleson recently deposed Clarence H. Mackay, president of the Postal, and several other officials because, he said, they "refused to obey orders." Then Mr. Burleson said wage increases compelled him to raise telegraph rates 20 per cent. Now the organized commercial telegraphers say, "search us for wage increases." Then Mr. Mackay took the center of the stage and averred that Mr. Burleson is in cahoots with the Western Union and he flings a mass of figures at the postal chief to prove his point. Mr. Mackay says "it is absolutely unnecessary" to raise telegraph rates except that "Mr. Burleson has agreed to pay the Western Union more than he should have agreed to and in order to realize that amount he has to raise the rates."

"If Mr. Burleson will return our lines to us at once," continues the Postal man, "we will carry on the telegraph business at the old rates." Mr. Mackay also says that the Western Union is not administered carefully and economically.

But Western Union is saying nothing. It is too busy raking in the shekels and victimizing members of the Commercial Telegraphers' Union.

Acquit Motorman.

Edward Lewis, in charge of the Brooklyn Rapid Transit company's wrecked train that killed 98 passengers last November, has been acquitted of manslaughter charges by a jury in the Nassau county supreme court.

The company refused to accept a decision by the National War Labor Board that a score of trade unionists be reinstated. It was found that the unionists had been victimized. A strike followed and Lewis, who had no experience as a motorman, was placed in charge of the train.

The division superintendent, who ordered Lewis to take charge of the train, was recently acquitted.

Favor Six-Hour Day.

A six-hour work day and a five-day week, wage increases, nationalization of coal mines and the right to organize and bargain collectively with the Government were the principal declarations at the last meeting of the policy committee of the United Mine Workers, which was attended by 175 representatives of that organization.

These recommendations, it was stated, were intended to be a notice to the Government and the operators that the coal miners will demand wage increases, instead of reductions, and that they will endeavor to enforce a shorter work day. It was also stated that British miners are now attempting to establish the six-hour day and increase wages, and that Premier Lloyd George has declared that this would place British coal operators in an unfair position to compete with American mines, now operated on an eight-hour basis.

Members of the policy committee stated that if the declarations are made effective they would not only benefit American miners, but British miners as well, because the objections raised by the British Government would be removed.

Can't Bust Trusts.

Twenty years ago the American Federation of Labor declared, in annual convention, that "we are convinced that the State is not capable of preventing the development or the natural concentration of monopoly."

Now the business men of the country, through the Chamber of Commerce of the United States, have practically accepted this position and by a referendum vote have declared that "Congress should be asked immediately to consider the present situation of all statutes constituting our anti-trust legislation."

The Chamber of Commerce submitted that question to its affiliates and the result is: For anti-trust law changes, 1,543 organizations; against, 51 organizations.

Living Costs Go Up.

The Bureau of Labor Statistics reports that food prices in the United States on December 15, 1918, were 2 per cent. higher than on November 15, 1918.

Comparing December, 1918, with December, 1917, the combined increase of all articles was 19 per cent.

During the five-year period, December, 1913, to December, 1918, food prices advanced 79 per cent. Seven of the 17 articles increased 100 per cent. or over; sugar, 100 per cent.; ham, 101 per cent.; pork chops, 104 per cent.; corn meal, 106 per cent.; flour, 109 per cent.; lard, 116 per cent., and bacon, 119 per cent. The remaining 10 articles all show an increase of 60 per cent. or over.

Want Children Guarded.

At a meeting of the Minnesota State child labor committee it was declared that "patriotism and loyal sacrifice have been made the plea for exploitation of children in gainful occupations during the past year, even in Minnesota, where child labor laws were upheld under the strain of war conditions more strongly than was the case in most States. Now is the time for a general campaign of awakening of public interest against further letting down of the bars and for a rapid rebuilding of child welfare safeguards."

Liberty Loan Facts.

Secretary of the Treasury Glass announces the dates upon which payments will be required on the notes of the victory liberty loan as follows:

Ten per cent. with application on or before May 10; 10 per cent. on or before July 15; 20 per cent. on or before August 12; 20 per cent. on or before September 9; 20 per cent. on or before October 7; 20 per

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22 Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A movement for the establishment of a forty-hour week in all industries in Australia has been started by the Melbourne Trades Hall Council.

Establishment of a minimum wage and provision of equal pay for men and women on farm work are among the recommendations of the General Union of Workmen of Spain recently adopted.

Even the farmers are on strike in Argentina. They are refusing to plant crops this year because they receive only 1 peso 41 centavos (60 cents) for 100 kilograms (220 lbs.) of corn. They refuse to plant again unless they are assured 3 pesos 50 centavos ($1.49) was their ultimatum to the Minister of Agriculture.

No little consternation has been caused in Chinese government circles by the report from Petrograd that a Chinese labor organization, 60,000 members strong, has been formed for the purpose of carrying the propaganda of revolution into China and organizing Soviets throughout the country. The government has adopted the expedient which other capitalistic governments are helplessly embracing as Bolshevism invades their territory—it has appointed an investigating committee to see what can be done about it!

Unemployment in Lancashire and Cheshire during the closing days of March stood as follows: total number of persons receiving the government unemployment donation, 223,714; men, 83,786; women, 125,063; boys, 5773; girls, 9092. In the first week of January there were 17,000 persons in Manchester area receiving the donation benefit. Nearly 10,000 of these were women and 2000 were discharged soldiers. Since then the number of women has more than doubled, while that of discharged soldiers has trebled.

How menacing to the established order is the amazing spread of socialism, appears from the fact that the Dutch Roman Catholic bishops have issued a joint pastoral enjoining all Catholics not to become members of a socialistic organization, or to give active support to it, or to read socialist publications, or to accept the teachings of socialists. The letter states that those who are socialists or support socialist doctrine must renounce their membership in the church, and those who continue to read socialistic publications must be restrained from receiving any sacrament.

Unemployment in Denmark during the year of 1918 was bad enough, but since the beginning of this year has steadily increased to such alarming proportions as to overshadow all other questions and problems. The maximum of unemployed during difficult periods before this was 50,000. Now the number has gone beyond 63,000, and the end is not yet. The government is frantically trying to meet the situation. Laws have been passed for subsidizing labor union benefit funds, for establishing governmental employment bureaus, for loaning money to various communities to enable them to undertake public works, etc. Conferences have been summoned at the ministry of the interior between representatives of the trades unions and the employers' associations in the hope of relieving the situation. No one will venture to predict what it will all lead to.

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Aalto, Harry
Albertson, Johannes
Amundsen, Pete
Andersen, Mr.
Andree, Ernest -1410
Antonsen, N. H.
Barney, A. M.
Bedford, A.
Breien, Hans
Brogard, N.
Christoffersen, G.
Doyle, William
Eklund, Swen
Ellingson, Billy
Flotman, G. J.
Fosberg, Leonard
Franzell, A. T.
Grunwald, Alois
Grassen, Joe
Gunerud, Thorvald
Halvorsen, Harry
Hammarquist, Gust
Harler, Peter
Hederman, H. C.
Helin, John
Hook, A
Holmstrom, Fritz
Iverson, Tom
Jensen, J.
Johansen, J. -2314
Johansen, Fritz
Johansen, N. A. -1604
Johansen, Fred
Johanson, John A.
Johansen, Carl
Johnsen, John E.
Johnson, Ole
Jonassen, Johannes
Kristensen, Martin
Larsen, Klaus L.
Lato, Eley
Lechemus, Bill
Linden, Chas. F.
Lundquist, R.
Miller, John
Monson, Chas. C.
Monterro, Joe
Mortensen, Adolf
Nelson, Carl
Nurmi, Taini
Nurn, John A.
Nyberg, Eric
Olsen, A. W.
Oman, Chas. V.
Olsen, Tollef
Ohm, B.
Olsen, Amandus
Olsen, Ole W.
Olson, Andrew
Petersen, K. E. -903
Peterson, Hugo
Pelz, Fritz
Petrow, Fred
Roed, Lief A.
Rosenthal, Walter
Ross, George
Rytko, Otto
Rasmussen, T. A.
Sanders, Chas.
Spence, Oswald
Sodergren, Oscar
Stringer, W.
Salo, Oscar
Thompson, Alex S.
Thompson, M.
Thornlund, John N.
Terkki, Arthur
Thornlund, John N.
Wrig, F.
Warkkala, John
Williams, Edward
Wrig, Claus
Williams, Edward A.
Warkala, John
Zimmerman, F.
Zunderer, Theo.
Zunderer, Theo (Questionnaires)
Berner, Albert
Christensen, Ole Martin
Doage, Sigvald
Holm, Frank
Johansen, N. A.
Johansen, Carl M.
Lindroth, Carl Aug.
Pedersen, Carl
Rehl, Chas.
Tysk, John H.

CLASSIFICATION CARDS.

Doage, Sigvald
Hingren, John H.
Hansen, Adolph
Pederson, Carl
Schlieman, J.
Tysk, J. H.

Tacoma Letter List.

Anderson, Harold F.
Hanson, August -1134
Holmstrom, Carl A.
House, Anton
Johnson, Pett
Johnson, Pontus
Kennedy, James Rea (package)
Kennedy, James Rea
Magall, Michael
Martinson, Adolp
Martinsson, E.
Meyer, Karl
Nielsen, Alf. W. -1054
Person, Fritz
Petterson, C. H. -1287
Sevpried, M. -2962
Swansen, Carl

Portland, Or., Letter List

Anderson, Albert
Anderson, C.
Andreasen, N.
Ahren, Wm. J.
Backman, Peter W.
Bjork, Rudolf -2206
Bohm, Franz
Christensen, H. P.
Duret, J. E.
Eikland, Ole
Elliot, Austin A.
Eriksen, C.
Guildersen, W. E.
Guthrie, V. A.
Geiger, Joe
Graaf, John D.
Harding, Ellis
Hartman, Fritz
Hauschild, B
Henrikson, Wm.
Henriksen, Geo.
Hill, Chas.
Johansson, Charles -2407
Johnson, Karl
Jorgenson, Earl
Jensen, H. T.
Johansen, Johan
Johnson, C. A.
Kase, A.
Kaskinen, Albert
Kristensen, Wm.
Kelly, Wm.
Knofsky, E. W.
Kulik, John
Laatzen, Hugo
Larsen, C. J.
Larsen, Carl C.
Larsen, Hans
Larsen, Ragnar,
Lehtinen, Armas W.
Melgant, F.
Miller, Harry
Mikkelsen, Harry
Mortensen, R.
Murphy, Francis Leo
Nordman, Alek
Nielsen, Jens
Nilsen, Chas.
Nielsen, W. -1000
Nogat, E. G.
Nelson, Harry
Ogilvie, Wm. A.
Olsen, Kristian
Pope, Herbert
Powell, H. A.
Paulsson, Herman
Peterson, Frank A.
Petersen, Anton -1675
Petesen, Knut
Petter, G.
Rensmand, Robert
Ruisgaard, Soren
Rosenblad, B.
Ross, Geo.
Samuelsen, S.
Siebert, Gust
Sjolund, Victor
Swanson, Ernest
Swenson, C. E.
Thompson, Walter
Thorsen, Ole
Thoresen, Ingwald
Toomey, Paul
Tuhkanen, Johan J.
Wold, Frank
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INFORMATION.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City.
10-16-18

H. Lincoln and Joseph E. Reed, who were seamen on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., or boatswain John Wallin, U. S. Marine Hospital, San Francisco. 1-8-19

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.
3-26-19

Pacific Coast Marine.

Tacoma's shipping report for March, compiled by Harbormaster W. G. Rowland, shows that there were 94 deep-sea vessels, aggregating 118,254 tons, arrived, and 97 departed, with a tonnage of 129,852 tons.

The Emergency Fleet Corporation has guaranteed the continuance of the Macy wage scale in the Pacific Coast shipyards until October 1, in order to stabilize industrial conditions during the reconstruction.

The Northern Commercial Company, through Agent John L. Burnside, announced the purchase recently of the motor ship "Ozmo," formerly the "Hugh Hogan," for operation between Seattle and Bethel, on the Kuskokwim River.

One of the smallest libel suits ever filed in the Federal Court at Tacoma was placed, when the local steamer "Vashon" was libeled for $25 by the owners of the launch "Vaughn." It is alleged the "Vashon" bumped the "Vaughn" and five sacks of wheat went overboard.

The five-masted schooner "George E. Billings" sustained considerable damage to her bowsprit and lost her anchor, according to a survey, following a collision in San Francisco Bay when the steamer "Point Adams" and the barge "Santa Paula" crashed into the schooner. The anchor later was salvaged by a Haviside, Withers & Davis derrick barge.

Lyng & Rix of Portland have interested business men in the construction of a four-masted topmast schooner, which is to be laid down at the Columbia City plant of the International Shipbuilding Company, at the head of which is George M. McBride. It is estimated the vessel will cost $175,000 and will have a lumber capacity of 1,250,000 feet. She will be 190 feet long, 40 feet beam and 19 feet deep.

The "Korea Maru" of the Toyo Kisen Kaisha line will not leave San Francisco until May 20, instead of on May 16, owing to a change of schedule caused by the unexpected delay of the steamer in Japanese ports, it was announced by the company following cable advice. Another change in the schedule of the company is the arrival of the "Persia Maru," which is now expected about May 8, instead of April 30.

Work is still going on at the scene of the wreck of the steamer "Bear," the crew being engaged now in getting the vessel's plates ashore. Besides the boilers of the steamer, which now are in China, a large quantity of salvage has been sent to San Francisco, including parts of the main engines. The remainder of the engines is now on the beach and will be shipped below as soon as the roads are in condition to haul material to the railroad at Fernbridge.

The Key Route ferryboat "San Jose," destroyed by flames at the Oakland mole, is to be sold for junk or for whatever other purpose the highest bidder may see fit to make of her, it was announced by Captain P. Rasmussen, marine superintendent of the company. The "San Jose" is now listing with the tides in the mud flats between the Key Route and the Southern Pacific moles. While the bay is short of ferry boats it was not considered feasible to rebuild her. The sale will be held May 18.

In his bid of $11,100, which was the highest submitted, J. H. Price, head of the J. H. Price Shipbuilding Company of Seattle, became the owner of the British auxiliary schooner "Janet Carruthers," ashore on the beach near Oyehut, a few miles above the Grays Harbor entrance. Mr. Price also purchased the vessel's cargo of 40,000 feet of lumber, but the amount of his bid on it was not made public. It is stated the vessel will be dismantled and an effort made to float the hull on high tide later in the season.

A ship canal leading from the Columbia River at Ilwaco to Wallapa harbor is an improvement which will be authorized by Congress in the immediate future. This project will be the first link in a chain of waterways, suitable for light draft craft, that will connect all the harbors from the Columbia River to Puget Sound, commencing at Ilwaco and ending near Olympia. Waterways of this kind are being constructed on the Atlantic Coast right now and are proving of immeasurable benefit to commerce, affording a means of cheaper transportation than can be provided by rail.

John K. Bulger, Supervising Inspector of Steamboats for the First District of California, ordered that the licenses of John A. Babcock, James McGuire and John Floud, first, second and third engineers of the steamer "Annette E. Rolph," be restored to them. The men deserted the steamer in Honolulu on December 12, 1918. Their licenses were revoked by the inspector at Honolulu and wages canceled by the shipping company. Bulger said that the investigation had disclosed cause for complaint on the part of the men, and he felt that the men had been sufficiently punished by loss of their wages.

A marine railway capable of handling ships up to 6000 tons deadweight will be built on the Youngs Bay property of the Astoria Marine Iron Works by the United States Shipping Board and the marine plant. The new marine railway is to be built at a cost of about $500,000 and was authorized by the Shipping Board some time ago. The company has acquired 500 acres of land on Youngs Bay with a water front of 12,000 feet, upon which will be erected a mammoth steel and iron working plant, and it will be a leading factor in the development of commerce in the lower Columbia.

Fifteen carriers of the United States Shipping Board which have been assigned to the overseas trade will go into commission at Seattle and Portland in the next six weeks, requiring nearly 1000 officers, sailors, firemen, coal-passers, cooks and messmen according to records compiled by the Sea Service Bureau of the Shipping Board in Seattle. The fleet, which must be manned in record-breaking time if the vessels are not to be delayed in getting to sea, is composed of the steamships "West Hembric," "West Helix," "Jacona," "Western Knight," "Edgebill," "Edgemont," "Cascade," "Quittacas," "Remus," "West Maximus," "West Tacook," "West Hemattite," "West Colina," "Eldena" and "Ozetta."

Plans have been completed for a drydock at St. Helens which would provide for a deadweight lifting capacity of 5000 tons and the citizens of St. Helens have sought the assistance of the Charles R. McCormick Steamship Company in fostering the project. A portion of the estimated cost of $200,000 has already been subscribed. The dock will if built be 320 feet long and 90 feet wide, with an apron on each end of the dock of 30 feet, so that its extreme length would be 380 feet. It is proposed to install a steam pumping plant to lift the dock from the lowest point of submersion in two hours, and it will be located alongside the property of the St. Helens Steamship Company, where the water is 60 feet in depth.

Alleging that the Indian names bestowed upon the Government ships is resulting in a great deal of trouble and difficulty for the managers, operators and all concerned, firms and individuals associated with the world of shipping are flooding the United States Shipping Board with protests against the retention of the peculiar names, and request is made that common ones be substituted. The letters say that although there may be some historical merit in the Indian names, as chosen by Mrs. Wilson, the merit ceases when the importer, exporter or other person concerned tries to decipher a code which is attempting to make clear names such as the following: "Quistconk," "Wahkiakum," "Wakulla," "West Gotumska," "Chiquimba," "Zumbrtoa," "Sagadahoc," "Ozarkee," "Lohocla," "Hauppauge," "Absarokt," "Battahatchee."

Joseph Barker, port engineer for the Matson Company, is busily engaged in preparing a fleet of some fifteen wooden steamers for their long voyage to Atlantic ports. These vessels will have to be recaulked in places and otherwise made as seaworthy as possible. The engines also will be overhauled. The fleet has operated for the Matson line between San Francisco and the islands of Hawaii during the period when sugar was scarce here and it was difficult to secure vessels to do the carrying. The route between Hawaii and the Atlantic via the Panama Canal makes it possible to send the wooden fleet into other work. Thirty-five will be used by Charles R. McCormick to carry railway ties to the Atlantic. An effort will be made by the Shipping Board to send the fleet back here with other cargo which will permit them to be retained in the tie service for some time.

Assistant Supervisor J. W. Hall of the Government's wood shipbuilding work in Oregon has announced that two of the ships under construction at the Peninsula yard will be converted into six-masted sailers, and two others will be made into motorships. Other partially completed vessels on the ways in this district will be launched as hulls, it is stated. The Peninsula yard ships are of the plant's own design of a deadweight tonnage of 4000 to 4500. It was the original intention to convert all of the four vessels into sailers. The conversion, according to Hall, will enable the ships to make a fair rate of speed. They have a length of 286 feet and there is plenty of beam and depths to make them seaworthy as cargo carriers, principally lumber. Success in building the motorship has caused the Government to adapt two of the hulls to this motive power. Plans have been received and the work of transformation will begin at once.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 23, 1919.

SCHOOLSHIP FOR SAN FRANCISCO.

A training ship for young boys, stationed at San Francisco, has long been a cherished objective of the port's forward-looking citizens. San Francisco, "the gateway of the Pacific," they say, is a fast growing world mart. Its geographical position and splendid natural harbor will, in the course of the years, inevitably tend to make it the central emporium of this continent for the great future trade with the Orient and Australasia. Their imagination pictures San Francisco Bay dotted, and the docks of the port lined, with ships flying the flags of every maritime nation; twentieth-century argosies bringing hither the wealth of the Indies and far Cathay, and the South Sea Isles.

But thoughts of ships naturally lead to thoughts of their complements, seamen. And seamen, to become efficient, need lots of training, especially when they are young. Which brings us back to the schoolship question.

In 1917 the California Legislature appropriated $25,000 for the purpose of providing a training ship for the State, with the proviso, however, that the vessel must be obtained on or before June 30, 1919, or the appropriation would automatically lapse on that date.

Came then the war with Germany, sidetracking everything not directly related to the one great issue of stemming the rising tide of German militarism. The training ship project, like many others, was allowed to lag. What with the stress and strain of wartime activities, and trying to keep up with the ever mounting cost of living, people were too busy to bother with much else.

But lately there has been a decided disposition shown in several quarters to revive the project. On the 7th inst., for instance, a joint resolution was introduced in the Legislature requesting Secretary Daniels, of the Navy, to assign Admiral Farragut's old flagship, the "Hartford" or other available vessel, to San Francisco for use as a training ship for boys. A measure was also introduced providing for the carrying over until the end of the next fiscal year the aforementioned appropriation of $25,000. The San Francisco Board of Supervisors went on record in a resolution unanimously adopted as approving the Legislature's action, and pledging their united support of the project. The Chamber of Commerce and other civic bodies fell in line with cheerful endorsements. Prominent men, both in San Francisco and the State at large, got in touch with the Navy Department and the U. S. Shipping Board in an endeavor to enlist their aid in furthering the design.

On top of all this the State Superintendent of Schools is "ready for enthusiastic co-operation, and will arrange the transfer from any part of the State to the training ship of suitable boys, aged 14 to 17." The chief probation officer has announced that "the proposed schoolship is sought without thought of making it an institution for probation," and U. S. Senator Phelan adds (in a telegram to Acting Secretary of the Navy, Franklin D. Roosevelt) that "no conflict arises between Naval School at Goat Island or Shipping Board."

As a result of all this push and hustle the stationing at San Francisco of a training ship in the near future is fast developing into a certainty. The consensus of local opinion favors the selection of the "Hartford" for the purpose, because of the belief that her historic associations would act as a powerful mental stimulus to boys receiving their training on board of her.

But, if the "Hartford" cannot be had, then some other ship must be accepted. J. H. Rosseter, of the Shipping Board, has said that "it might possibly be arranged to secure one of the sailing vessels belonging to the Shipping Board, such as the "Monongahela," the "Mucoto" or the "Arapahoe," but this would involve expense of fitting up suitable quarters and other accommodations." Anyway, and as stated before, San Francisco is now practically certain soon to have a training ship all to her lonesome self. And, judging from the way she is reaching out for it, the city that "knows how," like the little boy in the advertisement, won't be happy till she gets it.

"HELLFIRE" WELL NAMED.

In last week's JOURNAL we told our readers as well as we could from the scanty information at our disposal at the time, of the murderous doings on board of the American barkentine "Puako" on a recent voyage from Victoria, B. C., to Cape Town, South Africa. We made it plain—or tried to, at any rate—that her brutal skipper, Captain Adolph C. Pederson, alias "Hellfire Pedersen," and his equally brutal sons, the two mates, were as thorough-paced buckoes as ever wielded belaying-pin or sported brass knuckles in the darkest days of American "hellships." It is a question, indeed, if there is to be found recorded even in the "Red Record" (published by Walter Macarthur some twenty-odd years ago) a case of knock-down-and-drag-out, man-killing buckoism equaling in barbarity the treatment meted out to the late hapless crew of the "Puako" by those inhuman monsters, the "Hellfire Pedersens." If ever two villains deserved the hangman's noose or the electric chair, the cowardly scoundrels who drove poor Hansen to his death surely do.

Having borne with us thus far, we invite you to read the following affidavit:

Affidavit.

J. Osman, age 33, seaman, native of Russia, under oath states: In December 1910 I shipped at Sydney, N. S. W., as seaman on board the barkentine "Puako," master Adolph C. Pedersen, for a voyage to San Francisco, Cal., arriving at the latter port February 28, 1911, being on board 76 days. In Sydney one night said Adolph C. Pedersen came on board at 1:30 a. m. with two sporting women and came forward to the cook's quarters and ordered him to cook and serve coffee. On the cook, a Japanese, refusing, he fired two shots at him, the bullet holes no doubt still being visible on the deck near the cook's bunk. I heard this because the cook's quarters are near the forecastle and the noise woke me up. I also saw these bullet holes. One day at sea while I was at the wheel, said Adolph C. Pedersen called me a vile name and ordered me to leave the wheel, saying I was letting sprays come on board, enforcing his order with pointing his gun at me. He ordered me then, supposedly as punishment, to remake the gaskets of the fore skysail, this sail then being set and it is considered by seamen extremely dangerous to go on this yard with the sail set. On completing this task I was again ordered to take the wheel.

Signed, J. OSMAN.

State of Washington,
Grays Harbor County, ss.

I, J. E. Stewart, a Notary Public in and for the State of Washington, residing at Aberdeen, in said County, do hereby certify that on this 4th day of April, 1919, personally appeared before me J. Osman, to me known to be the individual described in and who executed the within instrument and acknowledged that he signed and sealed the same as his free and voluntary act and deed for the uses and purposes therein mentioned.

Given under my hand and official seal this 4th day of April, 1919.

Signed, J. E. STEWART,
Notary Public in and for the State of Washington, residing at Aberdeen.

There you have it; shooting at a defenseless man, and trying to murder another by sending him out on the skysail yard without first lowering the yard down on to the lifts. If that does not prove that "Hellfire Pedersen" is either a cold-blooded, murdering villain or a homicidal maniac, then nothing much more we could say would ever convince you. To our way of thinking he is an unsafe man to be at large; and should either be put away under the sod, or sent to an asylum for the criminally insane. And that, one or the other, will probably be his fate if the authorities in New York, now trying him for murder on the high seas, do their duty.

TO AID TOM MOONEY.

A number of newspaper editors from the Seventh Federal Reserve District recently held a conference in Chicago in the interest of the Victory Liberty Loan. Attending the conference were also many editors of labor papers.

The labor editors made use of the occasion to hold a little conference of their own to discuss the world-wide efforts to free Thomas J. Mooney. It was conceded by all present that Mooney had been unjustly convicted of the crime charged against him, and must therefore be presumed to be innocent. That point being disposed of, the discussion centered upon ways and means to aid in freeing him.

The plan of the radical element in the ranks of labor to call a general, Nation-wide strike as a means to aid Mooney, was disapproved of. It was held by the conferees that the better way to aid him was to raise funds for the purpose of apprehending the parties really guilty of the Preparedness Day bomb explosion in San Francisco in 1916.

Finally a resolution to that effect was introduced by C. O. Taylor, of Grand Rapids, Mich., editor of "The Observer." Omitting the preamble, the resolution reads as follows:

RESOLVED, That the United States Department of Justice be called upon to bend its efforts to this end, and be it further

RESOLVED, That it is our best judgment that an assessment in the amount of money necessary to aid in apprehending the guilty

arties be levied by all unions affiliated with the merican Federation of Labor, and be it further RESOLVED, That such moneys as may be aised for this purpose be placed in the hands f the executive council of the American Fedration of Labor, to be used by them for the bject named, to the end that the real perpetraors of the outrage be apprehended and punshed as the law prescribes.

The resolution was adopted unanimously.

We haven't a doubt in the world that our steemed fellow labor editors were quite incere, and had the best of intentions, when hey adopted that resolution. But, it seems o us that the presumption of Mooney's nnocence carries with it the obligation on our part to see to it that he is set free at nce, or at the very least given a new trial, rrespective of whether the parties for whose rime he is suffering imprisonment are ever aught or not.

Of course, it will be said that the surest way of freeing him is to apprehend those parties. Granted; but we are strongly inclined to think that the chances of their aprehension at this late day are about as good as the chances of a drowning man to save himself by grasping at a straw; or of finding he proverbial needle in a haystack. And it surely cannot be the intention of our fellow abor editors to let Mooney rot away in jail for years and years—for life, may be—on chances so slim as that!

But, it may be asked, how then is Mooney o be set free? Well, it has been truly said hat there isn't a thing in the realm of the possible that the workers cannot accomplish f they will only act together, and act intelligently. In a political democracy like ours, hat means that if the workers want anything, o get it they must exert not only their economic power, but also their political power—and a little more so, perhaps. The men who could set Mooney free with a stroke of the pen are a good deal more impressed by how the workers vote than they are by how the workers strike. A word to the wise, etc.

The U. S. Shipping Board informs the JOURNAL that from the establishment of its squadron of Merchant Marine Training ships in January, 1918, to April first of this year 22,523 American citizens were accepted for training on the ships as apprentice sailors, firemen and stewards, a majority being under 25 years of age. Supplementing this information the Board further states that, right now, it wants 2,000 more young men for training as apprentices.

The Board also announces that its free schools for Merchant Marine officers, established in June, 1917, to give experienced seamen and engineers special training to fit them for license examinations, had graduated up to April first, 1919, 8109 men, all Americans. In this total, deck officers and engineers were almost equally represented.

"I look upon conscription as the taproot of militarism."—Gen. Smuts.

You said a mouthful there, mister.

What's become of the old-fashioned sailor who used to say, at parting, "Well, s'long, Bill; see you again in Liverpool."?

An old saying brought up to date—Trust in the League of Nations and keep your powder dry.

Isn't it about time for someone to get out a book on How To Be Happy Though Dry?

CONVENTION CALL!

Labor Omnia Vincit.

AMERICAN FEDERATION OF LABOR
Washington, D. C.

To All Affiliated Unons, Greeting:

You are hereby notified that, in pursuance of the Constitution of the American Federation of Labor, the Thirty-ninth Annual Convention of the American Federation of Labor will be held at the Steel Pier, Atlantic City, N. J., beginning 10 o'clock Monday morning, June 9, 1919, and will continue in session from day to day until the business of the convention has been completed.

Representation.

Representation in the convention will be on the following basis: From National or International Unions, for less than 4,000 members, one delegate; 4,000 or more, two delegates; 8,000 or more, three delegates; 16,000 or more, four delegates; 32,000 or more, five delegates; 64,000 or more, six delegates; 128,000 or more, seven delegates, and so on; and from Central Bodies and State Federations, and from local trade unions not having a National or International Union, and from Federal Labor Unions, one delegate.

Organizations to be entitled to representation must have obtained a certificate of affiliation (charter), at least one month prior to the convention; and no person will be recognized as a delegate who is not a member in good standing of the organization he is elected to represent.

Only bona fide wage-workers, who are not members of, or eligible to membership in other trade unions, are eligible as delegates from Federal Labor Unions.

Delegates must be elected at least two weeks previous to the convention, and their names forwarded to the Secretary of the American Federation of Labor immediately after their election.

Delegates are not entitled to seats in the convention unless the tax of their organization has been paid in full to April 30, 1919.

It is, of course, entirely unnecessary here to enumerate all the important subjects with which our forthcoming convention will concern itself, but the reminder is not at all amiss that every effort must be made to broaden the field and means for the organization of the yet unorganized workers; to strive to bring about more effectually than ever a better day in the lives and homes of the toilers; to defend and maintain by every honorable means in our power the right to organize for our common defense and advancement; for the exercise of our normal and constitutional activities to protect and promote the rights and interests of the workers; to assert at any risk the equal rights before the law of every worker with every other citizen; to aid our fellow-workers against the effort to entangle the workers in the meshes of litigation before the courts in the several States; to make effective in our everyday lives the principle declared in the law of our Republic (the Clayton law), "That the labor of a human being is not a commodity or article of commerce;" to arouse our fellow-workers and fellow-citizens to the danger which threatens to curb and take away their guaranteed rights and freedom; to meet and help solve the vexatious problems of peace and reconstruction. These and other great questions of equal importance will, of necessity, occupy the attention of the Atlantic City Convention.

Therefore, the importance of our movement, the duty of the hour and for the future, demand that every organization entitled to representation shall send its full quota of delegates to the Atlantic City Convention, June 9, 1919.

Credentials.

Credentials in duplicate are forwarded to all affiliated unions. The original credential must be given to the delegate-elect and the duplicate forwarded to the American Federation of Labor office, A. F. of L. Building, Washington, D. C.

The Committee on Credentials will meet at the headquarters of the American Federation of Labor six days previous to the opening of the convention, and will report immediately upon the opening thereof at Atlantic City, hence secretaries will observe the necessity of mailing the duplicate credentials of their respective delegates at the earliest possible moment to Washington, D. C

Resolutions—Time Limit.

Under the American Federation of Labor Constitution resolutions of any character or propositions to change any provision of the Constitution can not be introduced after the second day's session without unanimous consent.

Grievances.

Under the law no grievance can be considered by the convention which has been decided by a previous convention, except upon the recommendation of the Executive Council, nor will any grievance be considered where the parties thereto have not themselves previously

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Apr. 21, 1919.
A synopsis of the minutes of the regular meeting held on the above date will be published in next week's issue.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., April 14, 1919.
No meeting; shipping slow; members scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., April 14, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 14, 1919.
No meeting. Shipping and prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, April 14, 1919.
Shipping fair.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 14, 1919.
No meeting. Few men around; shipping fair.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, April 14, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, April 14, 1919.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 7, 1919.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 17, 1919.
No meeting, no quorum. Shipping improving.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, April 11, 1919.
Shipping good. Scarcity of cooks and bakers.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 11, 1919.
No meeting. Shipping fair; few members ashore.
JOE MACK, Agent.
613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

Carl Robert Anderson, No. 1027, a native of Sweden, age 45. Died at Sacramento, Cal., April 17, 1919.

Alex Martinson, No. 963, a native of Russia, age 50. Died at San Francisco, Cal., April 18, 1919.

The Railroad Commission authorized the Cousins Launch & Lighter Company, operating on Humboldt Bay, to increase its rates for towing, passenger carrying and freight and lumber transportation. The principal increases are on lumber, the new schedule calling for a charge of $1.47½ as against $1; a thirty-five cent increase in the rate for hauling wood and a $1 increase in the price of commutation tickets sold to workmen employed at the Rolph shipyards and living in Eureka. The company was ordered to discontinue the giving of passes to the superintendent, head clerk and four office employes of the Rolph shipyard.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

While President Wilson is trying to make the reactionary diplomats at Paris understand that they must yield something to the spirit of industrial democracy, lest industrial democracy rise up and convert them into grease spots on the European map, he is not getting any noticeable help from home. The railroad stockholders and their directors and lawyers are trying to find a few labor leaders to betray the principle of Government ownership and democratic industrial management of the railroads. The Standard Oil and Guggenheim crowd is looking for pretexts for a war against Mexico, in order that they may grab the Tampico oil field and the metals down there. The kept press is promoting the ancient fake about a Japanese deal with Mexico, to start a new "preparedness" campaign.

Look at this railroad matter first. President Harry Wheeler of the U. S. Chamber of Commerce, who is boss of one of the Armour banks in Chicago, called a lot of the railroad magnates here to discuss the future of the railroad properties. They dressed the thing up with such dignitaries as Paul Warburg, the banker, and President Hadley of Yale University, who is a director of the New Haven road. Then they called in a few labor men. Everybody was pledged to deep secrecy as to what was to be done, until it should be finished. They have had several conferences, but are not through yet.

Doak of the Brotherhood of Railway Trainmen, Ryan of the Carmen, Jewell of the Machinists, Hoberling of the Switchmen and Henry Starling, legislative agent of the A. F. of L., were each present at one or more of the sessions. As nearly as can be learned thus far, Warburg took charge of the program and began to try to win the labor men over to the notion that Congress was going to give the roads back to the private stockholders anyhow, and so the railway workers had better come to an understanding with them at once.

Who owns the railroads in this country?

The Interstate Commerce Commission has been looking that point up, and it reports, this week, that a mere handful of people own the majority of the stock. The total number of persons and firms that own any railroad stock is 627,930, but only 8,301 persons, estates, etc., hold a controlling majority of all stock in the railroads of the United States. That is, 1.3 per cent. of the stockholders are the controlling factor.

The immensely rich Philadelphia & Reading company is owned by thirteen stockholders. There are just seventeen shareholders in the Pennsylvania Company, and only sixteen in the Oregon Short Line. The Chicago, Burlington & Quincy has 326 stockholders, but 99.5 per cent. of the stock is owned by twenty of them.

As for the bondholders, life insurance companies and savings banks have over two billion dollars in railroad bonds.

These figures give an indication of how few are the real dictators of the policy of private management of the railroads as compared with the railway workers. They are 8,300 compared with 2,000,000, or something like 1 big stockholder to 240 railroad workers.

William H. Johnston, president of the International Association of Machinists, which now claims 340,000 members, has an article in the Machinists' Monthly Journal for April, on "How Labor Defines Democracy." In it he says: "We hold the principle underlying successful modern industry is co-partnership. If that be true, then the workers have a right to consideration and a voice in determining conditions under which they work and live. Success in industry does not depend altogether upon the management or upon the employes, but upon the combined efforts of both. Hence, the men who put their lives and souls into industry have a right to a voice as much as the men who put in their cold dollars, and labor from this time on is going to insist more and more upon having a larger voice in determining conditions under which it works."

He says further: "It is claimed by some that the object of the Kaiser in precipitating this war was not altogether to win greater power, but behind it all was the effort to crush the rising spirit of democracy in the Fatherland. But the Kaiser overshot his mark, and the industrial kaisers in this country who are now attempting to tear down what little concessions labor has gained had better take warning, or they, too, will overshoot their mark."

Look now for a moment at the Mexican affair. As John Murray has so clearly pictured the thing in The Survey, the Carranza government is being choked and threatened by the foreign bankers, oil companies and diplomats, into surrendering not merely the Tampico oil, which is the one last bit of national wealth that has not yet been given away, but into withdrawing from the Mexican constitution the right of workers to strike. No more outrageous crime against labor was ever planned, than this scheme of Standard Oil and its agent Doheny on the one hand, and the British oil interests on the other, to make Mexico a nation of industrial serfs once more. There is a tragic significance in the fact that within the past few days the United States Government has "permitted" the shipment of two million rifle cartridges into Mexico, for the Carranza government. It spells Carranza's surrender to foreign capital. Those bullets will be stopped by Mexican workers' bodies, if they are used.

The wild story about a big Japanese colony being planted in Mexico, just south of the California line, is another of these stabs in the back of President Wilson. This one was sprung by his "friend" Senator Phelan of California, who is political god-father to National Democratic Committeeman Doheny —the chief schemer in the Tampico oil plot. Just when the President needs help in putting the lid on the crazy militarists of Europe, and when nine-tenths of the returned soldiers are saying that it's time to disarm the world, Phelan stirs up a Japanese war scare, complicated by a Mexican war scare, and looks around for applause from the soldiers.

It is quite possible that what is now jokingly known as the "Cradle Roll," and the "Junior League," the organization of war veterans headed by Roosevelt Junior, Clark Junior, Morgan Junior, McAdoo Junior and other commissioned sons of prominent fathers—will help the Phelan-Doheny oil jingoes to demand another huge national outlay on war material. But all indications observed in Washington point to an overwhelming opposition, soon to be organized.

Every soldier, sailor or marine ought to take notice of the fact that a nationwide organization of the enlisted men is going to be created very shortly. This organization will come from trade union sources and from the organized farmers. It will carry its own credentials, which every labor man and every organized farmer will recognize. It will have no commissioned officers, no social caste, no reactionary schemers inside its membership. Labor men here are studying the moves to be made. They are going to make this great association of service men a success. It is going to be the right arm of labor. It will make these commissioned "leaders" realize, before many weeks, that industrial democracy, not snobbery and reaction, is the legitimate child of the Great War.

When the returned soldiers and sailors do become fully organized, and begin to make an impression upon the State and Federal lawmakers, it is possible that we shall see some rapid improvements in the land situation. In the annual report of the California Commission of Immigration and Housing, just issued, the Commission announces that it has made a survey of the large holdings of land in Southern California. It finds, among other things, that in the eight counties of Southern California there are 255 holdings, each of more than 2,000 acres, comprising a total of nearly 5,000,000 acres. In five of these counties the Southern Pacific land grants and "lieu lands" amount to nearly 2,600,000 acres. Of the land in farms in these counties, 50 per cent. are owned in about 250 holdings.

These returned soldiers are now unemployed—tens of thousands of them. Unemployment is more acute today, according to the Department of Labor, than at any previous time since the war began. They will take no especial comfort, while hunting for jobs, to learn that one of these railroad land holdings in Southern California is 183,399 acres, another 101,000 acres, and seven exceed 50,000 acres each. The soldiers are going to demand that the big land holdings be broken up into small farms.

Maybe, too, they will demand that the big holdings of railroad stock be broken up. Or, since the Government will have to take them over, the huge fortunes may, upon request from the organized soldier boys, be chopped off to a certain maximum.

That seems to be indicated by the drift of sentiment here and abroad. A reactionary Congress to the contrary notwithstanding. Unemployment must be met by actual economic remedies, not by parades.

The younger generation of Filipinos is looking forward with more favor on commerce and industry when choosing their future careers. Heretofore government positions and professions have been preferred. There has been an almost universal disposition to regard trade as an occupation fit only for women and Chinese and other foreigners, and to be engaged in by ambitious Filipino men only in case of urgent necessity. Recently, however, a new attitude toward trade has become noticeable. About a year ago a large number of young men left the government service to take up business. This change is undoubtedly due in a large measure to a better understanding of the relation of business to national existence and to the fact that business in the Philippines has recently become more profitable than either politics or the professions.

Demand the union label upon all purchases!

WILD ANIMAL TRADE.

Germany has lost the wild animal trade of the world. When in that year the Kaiser came to der Tag, only to find after more than four years that he had mistaken the date, what amounted to almost a monopoly went the way of so much of the rest of the world's commerce which the Huns had got into their hands through the years.

Up to then the two leading concerns from which zoological parks and circuses the world over made their purchases of wild animals were Carl Hagenbeck's Sons (formerly Carl Hagenbeck) of Hamburg and Louis Ruhe of Alfred, says J. Olin Howe in the New York Tribune. There were a number of other German concerns, a few English—which were more apt to deal in the smaller animals and in birds nowadays—and some Chinese companies which operated in the Himalayas and Eastern India; and occasionally independent hunters or sportsmen from England or the United States would bring in an exhibition animal.

Africa is the wild animal paradise, and especially German East Africa, and Hagenbeck had this continent thoroughly covered with his agents. The more important of them were in Pretoria, Natal, Capetown, Zanzibar, and Cairo, but no trading post of any consequence on African coast or railroad was without a Hagenbeck representative. One of their men named Mayer had his headquarters in Zanzibar for years and periodically fitted out safaris to go into the bush after animals. Large numbers would be captured and the outfit would start for the coast again. Many of the animals would die on the way, but Mayer usually arrived at salt water with enough to make a shipment to Hamburg.

Not all of the Hagenbeck agents pursued this plan. Indeed, it was far more usual for them to buy animals offered by hunters or farmers than to go after them themselves, and to this end the Hamburg concern maintained agents in every country in the world where exhibition animals are to be obtained—especially in India and South America.

The United States and England were the chief patrons of these German animal men.

A CALL TO STEEL WORKERS.

On Sunday, May 25th, at 10 a. m., in the Union Labor Temple, Pittsburgh, Pa., a national conference will be held of representatives of all the unions of every craft in the iron and steel industry throughout the United States. This great conference will be held under the auspices of the National Committee for Organizing Iron and Steel Workers. Its purpose is to devise ways and means to complete the organization of the workers in the iron and steel mills, so that they can reap the benefits of unionism in the shape of higher wages, shorter hours, and better working conditions.

The miners, railroad men, building tradesmen, packing house employees, shipyard workers, garment workers, printing tradesmen and many other classes of workers are strongly organized and are enjoying good conditions. While the mill workers are trembling in fear of wage reductions, these united workers are continuously marching ahead to better conditions. It is high time that the iron and steel workers followed their example by completing their organization.

The national conference on May 25th will be one of the most important gatherings of working men ever held on the American continent. It will mark an epoch in the industrial history of this country. Delegates from the great mills at Gary, Bethlehem, Steelton, Birmingham, South Chicago, Pittsburgh, Homestead, Youngstown, Cleveland, Joliet, Indiana Harbor, Pueblo, Duluth, McKeesport, Duquesne, Chicago, Leechburg, Clairton, New Castle, Steubenville, Mingo, Wheeling, Bellaire, Milwaukee, Braddock, Rankin, Donora, Monessen, Charleroi, Peoria and many other places will be present.

President Gompers, Secretary Morrison, the Executive Council of the American Federation of Labor, the Presidents and Secretaries of the twenty-four international unions co-operating in the great drive to organize the steel industry, and the members of the National Committee for Organizing Iron and Steel Workers, have all been invited to attend.

All local unions, of every trade, regularly affiliated with their respective international unions and the A. F. of L., having members employed in iron and steel plants, or having jurisdiction over men employed in these plants, are urged and invited to send delegates. This includes Blacksmiths, Boiler Makers, Brick and Clay Workers, Bricklayers, Bridge and Structural Iron Workers, Coopers, Electrical Workers, Foundry Employees, Iron, Steel and Tin Workers, Machinists, Mine, Mill and Smelter Workers, Mine Workers, Molders, Pattern Makers, Plumbers and Steam Fitters, Quarry Workers, Railway Carmen, Seamen, Sheet Metal Workers, Stationary Firemen, Steam and Operating Engineers, Steam Shovel and Dredgemen, Switchmen, etc., etc., working in the iron and steel industry proper.

All unions, regardless of size or craft, are entitled to two delegates apiece.

Now is the time for the iron and steel workers to get busy! Hurry up! Organize! Elect delegates to this historic conference! Don't fail to have your plant and town fully represented.

For further information apply to
National Committee for Organizing Iron and Steel Workers.

JOHN FITZPATRICK,
Acting Chairman.
WM. Z. FOSTER,
Secretary-Treasurer.
303 Magee Bldg.,
Pittsburgh, Pa.

MAKING MEXICO "SAFE."

In order to protect holders of Mexican securities of all kinds, an international committee of twenty bankers—ten from America, five from France and five from England—has been formed, of which J. Pierpont Morgan is chairman. The announcement states that the committee "has been constituted for the purpose of protecting the holders of securities of the Mexican Republic, and of the various railway systems of Mexico, and, generally, of such other enterprises as have their field of action in Mexico. The committee will be prepared to take such further steps as may seem wise in order to afford counsel and aid to investors who hold interests in Mexico.—Department of Labor Research, International Labor News Service.

A DECREE ABOLISHING CLASSES.

The following Russian decree is reported to have been confirmed by the Russian Central Executive Committee of the Soviets of Workmen's and Soldiers' Deputies:

1. All classes and class divisions of citizens, class privileges and disabilities, class organizations and institutions which have until now existed in Russia, as well as all civil ranks, are abolished.

2. All designations (as merchant, nobleman, burgher, peasant, etc.), titles (as Prince, Count, etc.), and distinctions of civil ranks (Privy, State, and other Councillors), are abolished, and one common designation is established for all the population of Russia—citizen of the Russian Republic.

3. The properties of the noblemen's class institutions are hereby transferred to corresponding Zemstvo self-governing bodies.

4. The properties of merchants' and burghers' associations are hereby placed at the disposal of corresponding municipal bodies.

5. All class institutions, transactions and archives are hereby transferred to the jurisdiction of corresponding municipal and Zemstvo bodies.

6. All corresponding clauses of the laws which have existed until now are abolished.

7. This decree becomes effective from the day of its publication, and is to be immediately put into effect, by the local Soviets of Workmen's, Soldiers', and Peasants' Deputies.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

cent. on or before November 11, with accrued interest on deferred installments.

Payment in full can be made on May 20, the 10 per cent. required with application having been duly paid on or before May 10. Payment can also be completed on any installment date with accrued interest.

Suggests New Election.

In a controversy between officials of the city of Jackson, Mich., and Fire Fighters' Union No. 87, the National War Labor Board recommends that a referendum vote by citizens be had on the board's wage award.

Last January increased wages and a two-platoon system were rejected by a referendum vote of Jackson citizens and the board now states that "it is not clear that the vote would have been the same as to increased wages had that been the only issue presented."

If the vote is favorable the wage award will date back to last October.

Land Values Increase.

Farm lands in the United States are steadily increasing in value, reports the Department of Agriculture. The average grade of plow lands was worth about $74.31 per acre on March 1 this year, compared with $68.38 a year ago, $62.17 two years ago and $58.39 three years ago.

The greatest percentage increase during the last year occurred in the South Atlantic States, in the Carolinas and Georgia, and extended to Alabama, Kentucky and Arkansas. Small or no increases were made in the New England States, the Pacific Coast States and Louisiana, Texas, Kansas and Montana. Material increases were reported from Nebraska and South Dakota.

Iowa's plowing lands stand first in value, the average being $169 per acre, followed by Illinois with $144; California with $121 and Indiana with $100. Alabama reports the lowest average value at $24 per acre, and Mississippi is next at $25.50.

Death Penalty Restored.

Capital punishment has been restored in Nevada by Governor Boyle permitting an amendment to the present murder act to become a law without his signature. The law makes "any kind of wilful, deliberated and premeditated killing murder in the first degree, punishable by death or life imprisonment, in the discretion of the jury."

Trade Union College.

The Boston Central Labor Union has started a college where workers may secure an education on any subject they desire. Some of the most notable and liberal-minded educators in the East have become interested in the project and the Boston Globe says:

"Academic freedom will not worry instructors; they will have nothing to fear from not pleasing the donors of the college—because it has no endowment."

The policy of this college will not be shaped "from above," in secret meetings of the faculty—it will be shaped by a committee on which members of the unions sit with the instructors. The final decision in any matter may be referred to the Central Labor Union as a whole.

Strike for Safety.

Iron molders employed at the plant of the Wheeling Mold and Foundry Company suspended work rather than risk their lives with inexperienced cranemen who have taken the places of striking electrical workers.

This company and its iron molders attracted wide attention last September by a decision by Chief Justice of the North Carolina Supreme Court, acting as umpire for the National War Labor Board, who declared that while employers and workers were patriotic during the war, the employer received increased profits from the Government, while the worker gave to the Government.

The umpire said:

"The employers have, as a rule, patriotically given full aid to the prosecution of the war by placing their splendid plants and their highly skilled chiefs at the service of the Government. The employees, as a rule, have also, with the same patriotism, yielded the eight-hour limitation wherever it has been necessary to speed up production for the Government. The former have received great increase in profit. Th latter has contributed an increase in the hours of labor, and vast numbers of men to fill our armies. The former have received from the Government; the latter have given to it. They should not be asked to do so beyond the necessity of the occasion."

Part-Time Plan Not New.

It has been generally assumed by many writers on vocational education that the plan of part-time instruction in the shop and school is an innovation of the twentieth century. Such, however, is not the fact. Part-time instruction was not an uncommon thing during the colonial times in America. A bulletin in preparation by the federal board for vocational education shows that the indentures in Philadelphia in the years 1771-1773 very frequently made provision for the apprentice attending either day or evening schools or both.

Garment Workers Win.

The International Ladies' Garment Workers' Union has won its three-months' strike against the Dress and Waist Manufacturers' Association, an organization that had declared unyielding opposition to the union's demands.

The manufacturers have been forced to agree that hereafter when an employee is discharged he will be accorded the right to have his case reviewed by an impartial tribunal. This demand aroused the greatest opposition of the employers who declared that the unionists were attempting to establish themselves in jobs for life.

But the strikers refused to waive this demand and the employers were finally forced to accept it.

Other gains are: A union-shop agreement; a 44-hour week; a wage increase for week workers that ranges from $1.50 to $3 a week, with piece workers to be increased; workers discharged for union activity are to be immediately reinstated with pay for time lost and those unjustly discharged after being employed four months are to be immediately reinstated with back pay. These protections, the unionists show, will make it impossible for manufacturers to victimize any active worker in their movement.

About 12,000 workers are affected by this settlement. The strike originally involved about 40,000 workers, but manufacturers outside of the association settled with the union a few weeks ago.

MURDER IS DECREASING.

The number of murders in New York City has been markedly decreasing, until the total for the last year is only a little more than half the figure of less than ten years ago. In 1918 there were 215 cases of homicide in the city; in 1909 the number was 401. The figure for 1917 was 255. The records are not kept many years back, but the 1909 figure is said to be a fair average for the early years of the century.

"About 400 murders a year there were in those days," said Captain Donovan of the Lost Property Bureau, who has those records in charge. "That average kept up for two or three years after 1909; then the enforcement of the Sullivan law brought the figure down. After a while people began to get pistols by going over to Jersey, and there was a little jump in the number of murders. But for the last few years the figure has been low, and now it has struck a low level.

"Most of the murders nowadays are the outcome of quarrels between hot-headed foreigners or among gangsters of one kind or another; a few are the result of labor quarrels. The number of murders that have any real human interest is very small."

"Statistics show," said Second Deputy Commissioner Lahey, "that in the matter of murders conditions are better in our city than in any large city in the country. I mean that in proportion to the population there are fewer homicides here. Moreover, conditions are constantly improving. When you consider the ratio of homicides to population you can see how great the decrease has been."

TRANSPORTING RUBBER.

The lack of suitable harbors in Sumatra and other Far Eastern countries, where a large part of the crude rubber used in this country is produced, works a great inconvenience in the transportation of this raw material overseas. At present, plantation owners are compelled to load their crude rubber on lighters, which transport it out to the ocean liners that, on account of the lack of docking facilities, must anchor off shore. This necessitates an extra handling of the shipment. Realizing the great importance of a deep harbor on the east coast of the island to accommodate the ocean steamers that must transport the rapidly increasing production of crude rubber across the Pacific, the Government of Netherlands East Indies is about to construct a $4,000,000 harbor at Belawan, the seaport for Medan, which is fifteen miles inland, in the center of a large rubber-producing region. It is planned to dredge a harbor deep enough to afford docking facilities for the largest vessels. About three years will be required to complete the gigantic project.

RECORD OF THE CHEROKEES.

Cherokee citizens of eastern Oklahoma point with pride to the fact that the Cherokees in this war, as well as other wars in which the United States has engaged, have borne an honorable and valorous part. Cherokees have fought side by side with members of the white race from a very early period. The "friendly Indians" who accompanied Colonel George Washington and his "Virginia Blues," and who with the "Blues" prevented the utter extermination of Braddock's army, are said to have been Cherokees, their ancient ancestral land having been embraced in Virginia. And when the colonial soldiers of Virginia took part in the destruction of Fort Duquesne there were quite a number of Cherokee warriors with them. All through the colonial period the Cherokees were at various times allied with the colonists in suppressing the more hostile Indians of other tribes, though there were times when they, too, fought the colonists. In the war of 1812 the Cherokees raised a regiment, joined the forces of General Andrew Jackson, and bore a prominent part in chastising the hostile Creeks. A number of Cherokees are said to have gone to Mexico as soldiers, but not as an individual military force. In Civil War times three Cherokee regiments under the command of Colonel William A. Phillips of the Sixth Kansas Cavalry saw service under the Stars and Stripes. In the war with Spain, Cherokees served in Cuba, some being members of the famous Rough Rider regiment. Others served in the Philippines and some in China at the time of the Boxer uprising.

PRUSSIANS OUTSIDE OF GERMANY.

It may not be very long before the American people will apply the term "moral treason" to the aims and acts of that coterie of gentlemen so eager to "smash Wilson" as to forget that he is still the President of the United States meeting in councils of utmost delicacy and difficulty with representatives of countries other than our own. But one must not forget that there is some satisfaction felt abroad over every American who tries to "show up the President." The non-German Prussians of London, Paris, and Rome take comfort in the sayings and doings of their fellow Prussians in America. Prussians have a common tongue whether their native speech be English, French, or Italian. Its accents are always unmistakably Bourbon.—Rabbi Stephen S. Wise.

THE USE OF COAL.

In the reign of Edward I the inhabitants of London petitioned the king against the growing use of coal, declaring that it was "a public nuisance, corrupting the air with its stink and smoke, to the great detriment of their health." Whereupon the king prohibited its use, offenders to be punished for a first offense by a fine, and for a second offense to have their kilns and furnaces destroyed. The practice of using coal was at last made a capital offense, and a man was tried, condemned, and hanged for burning coal in London.

FREE LETTER POSTAGE IN RUSSIA.

A degree of the Council of People's Commissaires, published in the "Izvestya," the organ of the Central Executive Committee, of the 24th of November, 1918, No. 257: "The Soviet of People's Commissaires, believing that a more steady and widespread exchange of written communications between the proletarians of the cities and the poorer classes of the villages will further serve to strengthen and confirm the union already existing between them, and will in this manner aid in organizing the revolutionary Socialist forces of Russia, considers it essential to simplify and facilitate the exchange of postal communications. With these objects in view, the Soviet of People's Commissaires decrees as follows: (1) After January 1st, 1919, there will be free transmission in Russia of all open and sealed written communications, weighing not more than fifteen drams (about one ounce); (2) unregistered letters weighing more than fifteen drams, as well as registered letters, will be paid for at the full regular rate, in stamps covering charges for weight and registration; (3) unregistered letters and packages sent by Soviet institutions, pay no charges; (4) the delivery without charge, of unregistered open communications is extended also to cover the correspondence entering the confines of Soviet Russia from other countries."

AFRICAN PATIENCE.

The French colonials are picturesque and have their own way of doing things, according to an American flight lieutenant from overseas. But their methods are handed down from their ancestors. "We were building a hydroplane shipway at Brest," said the lieutenant, "and the job meant sinking a concrete foundation out in the water when the tide was low. It had to be done in a hurry, of course, and I was given a detachment of Algerians. I tried my best to impress upon them the necessity for speed. I put a squad to work carrying crushed stone from a pile up on the beach down to the water's edge. I gave them wheelbarrows and shovels, and went away to another part of the job. About an hour later I got back. What do you suppose those colonials were doing? Sitting in a long, solemn row, looking very wise in their flowing robes, and passing stones from hand to hand, one small piece at a time. It was the way they built the pyramids, and I suppose they figured it was good enough for a hydroplane shipway."

CONVENTION CALL!

(Continued from Page 7.)

held conference and attempted to adjust the same.

Hotels.

Headquarters of the Executive Council will be the Alamac Hotel.

List of hotels with rates will be communicated in a later circular.

Fraternally yours,

SAMUEL GOMPERS, President.
FRANK MORRISON, Secretary.
JAMES DUNCAN, First Vice-President,
JOS. F. VALENTINE, Second Vice-President,
JOHN R. ALPINE, Third Vice-President,
FRANK DUFFY, Fourth Vice-President,
WILLIAM GREEN, Fifth Vice-President,
W. D. MAHON, Sixth Vice-President,
T. A. RICKERT, Seventh Vice-President,
JACOB FISCHER, Eighth Vice-President,
DANIEL J. TOBIN, Treasurer,
Executive Council, American Federation of Labor.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:

71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

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MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, Ohio.....821 Summit Street

MARINE COOKS AND STEWARDS' UNION

Headquarters:

Buffalo, N. Y., 35 West Eagle Street
Telephone Seneca 896.
J. M. SECORD, Secretary.

Branches:

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CLEVELAND, Ohio.....1401 W. Ninth Street
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, Ohio.....85 Bridge Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
CONNEAUT HARBOR, Ohio.....992 Day Street
TOLEDO, Ohio.....821 Summit Street
NORTH TONAWANDA, N. Y.....152 Main Street

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Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
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SEATTLE, Wash....84 Seneca Street, P. O. Box 65
ABERDEEN, Wash.....P. O. Box 280
PORTLAND, Ore.....88½ 3rd Street
SAN PEDRO, Cal.....P. O. Box 67
HONOLULU, H. T. .....P. O. Box 314

MARINE FIREMEN, OILERS AND WATERTENDERS OF THE PACIFIC.

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MARINE COOKS AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters:

SAN FRANCISCO, Cal.....42 Market Street

Branches:

SEATTLE, Wash.....Room 203, Grand Trunk Dock P. O. Box 214
SAN PEDRO, Cal.....P. O. Box 54

ALASKA FISHERMEN'S UNION.

Headquarters:

SAN FRANCISCO, Cal.....49 Clay Street

Agencies:

SEATTLE, Wash.....84 Seneca Street, P. O. Box 42
ASTORIA, Ore.....P. O. Box 138

DEEP SEA FISHERMEN'S UNION OF THE PACIFIC.

Headquarters.

SEATTLE, Wash.....84 Seneca Street

Branches:

SAN FRANCISCO, Cal.....49 Clay Street
VANCOUVER (B. C.), Canada.....437 Gore Avenue
PRINCE RUPERT (B. C.), Canada....P. O. Box 968
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG .....Alaska

UNITED FISHERMEN OF THE PACIFIC.

ASTORIA, Ore.....P. O. Box 138

MARINE FIREMEN'S AND OILERS' UNION OF BRITISH COLUMBIA.

VANCOUVER, B. C. .....329 Columbia Avenue
VICTORIA, B. C.....1424 Government Street

B. C. COAST STEWARDS.

VANCOUVER, B. C.....529 Richards Street

Labor News

Inside electrical workers employed by the local telephone company at Boston are conferring with the company on the subject of a 44-hour week. The present work week is 48 hours.

The Kansas State Legislature has approved a law by which the State may purchase lands, develop them by construction of irrigaton projects and otherwise and sell them under long-terms contracts to actual owners.

The Seattle plan of reorganization of the American Federation of Labor along industrial rather than craft lines, with certain amendments, as reported by a special committee, was indorsed by the Central Labor Council of Tacoma.

The Tennessee Legislature has passed a cossack bill, despite opposition by organized labor. The Manufacturers' Association secured the support of the colored people for this sinister measure by claiming that it would prevent lynching.

Organized street car men employed by the Boston Elevated Railroad company have presented a new wage scale to the company. The present rates call for a maximum of 48 cents an hour with a working day from nine to eleven hours. The car men want the rate advanced and the work day reduced to eight hours. If the controversy cannot be settled it will be referred to the national war labor board, according to an agreement between the parties in interest.

The Massachusetts State Senate has ordered to a third reading the bill providing that women and minors shall work no more than forty-eight hours a week in manufacturing or mercantile establishments or more than nine hours in any day, except that in certain seasonable occupations the hours of labor in a week may amount to 52 hours, provided that the total number of hours of work in a year shall not average more than 48 hours a week.

A bill before the Washington legislature shows a new wrinkle in the campaign to stop strikes by law. The latest is that no strike shall be called until after a vote by the organizations involved is taken under the direction of the public election officials after thirty days' notice. An employer is not interfered with in his right to close down his plant for any reason or no reason, but if his employees would suspend work to enforce their demands, the employer under the terms of the proposed bill is given thirty days' notice, with public officials controlling the election before employees can quit work.

The plan of James Duncan to consolidate international unions engaged in the same industry has been endorsed by the Seattle Labor Council of which he is secretary. Under this plan all the ironworkers of America would be gathered together in one-big-union embracing the entire metal industry. Locals would be preserved as at present, but the number of internationals would be reduced to 12, as follows: amusement trades, building trades, clothing and textile trades, culinary and provision trades, marine and transport workers, metal trades, mine workers, postal and federal office employees, printing trades, railway workers, telephone and telegraph workers, and timber workers.

SEATTLE, WASH.

Office Phone Elliott 1196 Established 1890

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aasgaard, Andrew
Aais, John
Abrahamson, John
Ackerstrom, P. R.
Alen, Hans
Akesen, A. R.
Albrigthsen, Gabriel
Alexio, Hakan
Alexanderson, C.
Alton, Nestor
Andersen, Andrew
Andersen, Bernhard
Andersen, Gustaf
Andersen, Gustaf Adolf
Andersen, Ferdinand
Andersen, Ludvig Harry
Andersen, John N.
Andersen, Oscar
Andersen, Kasmus
Andersen, Sixtuo
Anderson, Olaf
Anderson, Martin
Anderson, Otto E.
Anderson, John Fred
Anderson, Charley
Anderson, Paul Walfred
Anderson, Sam
Anderson, Adolf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Antonsen, Anton G.
Bach, Lars
Ball, W. J.
Bang, Robert
Barrington, Paddy
Bassen, Geo.
Berg, Harry
Berglund, Iver
Bergquist, Axel
Bergquist, Geo.
Bergston, Carl
Bergstrom, Karl
Berensen, Albert
Berentsen, Albert
Bendixen, Hans
Bennett, Robert
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Booton, T. R.
Bowman, O. W.
Brumley, S.
Bracker, Hans
Brandt, Otto
Brund, Nils
Bugge, J.
Buhman, Hans
Burrows, S. W. F.
Cihen, Adolf
Caglan, Joe
Carney, James
Carrol, J.
Carlin, Carl A.
Carlsen, Harald
Carlsen, Louie
Carlsen, Oscar
Carlson, Chas. H.
Carlson, Martin
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Chamberlain, L. C.
Christiansen, Christian D.
Christensen, Hans
Christofferson, Hans
Cunningham, James
Dahlberg, Eric
Dahlstrom, Arthur
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Harold
Deneen, Henry A.
Douglas, Walter
Dracheck
Drage, John
Dryer, Trygve
Duveland, Carl
Dunn, Willfred
Dutton, Henry
Eaton, Isaac N.
Ekendahl, Walter
Ekwall, Gust
Eliasen, Karl K.
Eliasen, Hans A.
Erickson, Kristoffer
Erickson, Eric
Ellingsen, Erling
Elstad, John
Ellison, John E.
Engberg, Oscar
England, Charles Ragnar
Engstrom, Fred
Erickson, John
Ettier, Frank
Evelinfeld, Louis
Fernquist, C. W.
Forsberg, John Moritz
Forstrom, Oskar
Forsberg, S. L.
Flemming, W.
Frammen, Ivar
Frammell, Arthur
Frederiksen, J. Fr.
Fritz, John
Gabrielsen, Peder
Grauberg, Theodore
Grimeland, Daniel
Greighton, Paul
Gibson, William
Gullfelt, Anker
Gustafson, Oscar
Hansen, Siguard H.
Hansen, N.
Hansen, Hartvig
Hansen, Johannes
Hansen, Oscar
Hallberg, Oscar
Hallnero, Magnus
Halversen, C. H.
Harrington, Quinn Hawold
Harris, Francis
Hayes, C.
Heger, Clarence
Helander, Chas.
Helvik, Fred
Hendriksen, Robert D.
Herneo, C.
Hill, Fred A.
Hilliard, C. R.
Holst, Herman
Holmberg, Ernest
Holmstrom, Harry
Hope, Martin
Howard, Geo.
Hvid, H. P.
Hvid, Hans
Huber, Chas. Luther
Jacobsen, Oscar
Jacobsen, Johan
Jacobsen, Hendrik
Jacobus, Adrianus
Johansen, C.
Johnsen, Angell
Johnsen, Carl R.
Johnsen, A. W.
Johnsen, Halvor
Johnsen, Jacob
Johnsen, Gus
Johnsen, John
Johnsen, Alexander
Johanson, Carl
Johanson, Erik
Johanson, J.
Johanson, Jacob
Johanson, Charles
Johanson, Adler
Johnson, Gust
Johson, E. C.
Jorgensen, Ed.
Jensen, Henry
Jorgeson Fredrick
Jensen, Hans
Jensen, James
Jensen, Jens
Jimenez, Ernest
Karlsen, Oscar
Karlsen, A.
Karlson, Erick
Karlson, Ingvald
Kaivren, Olof
Kelly, D.
Keane, John
Kellema, Mees
Kother, H.
Klinteberg, S.
Karlstrand, Gus
Kloe, A. E.
Kaleva, Johan
Kofoed, Geo.
Kulek, John
Knudsen, B.
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Linthorn, Herbert J.
Lafstrand, Gust
Larsen, A. M.
Landstrom, G. H. M.
Lilljegren, S. D.
Madsen, W.
Madsen, Christian H.
Magnusson, L.
Maher, Thomas
Maher, William F.
Martensen, Kristian
Mangsted, J.
McGregor, J.
McCoy, James
McLeod, Angus
Mortensen, J. R.
McGuire, J.
McPherson, James
McDonaugh, E
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Moline, August
Morrison, William
Mark, Karl
Middlemas, Andrew
Maures, J
Messcoll, Mat
Meskill, Mat.
Miller, A.
Mitchell, Alex
Milder, Albert
Miettinen, John
Mortensen, K A
Myammes, Johan
Murray
Nazel, Adolf
Nero, Louis
Nelsen, Isaac
Nelson, Axel W.
Nelson, Chas.
Nelson, Axel
Nelson, Laurits
Nielsen, Axel
Nielsen, Christian
Nielsen, A. A.
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Nolan, James
Noohis, P.
Nordquist, Karl Nils
Nurhmen, Edward
Nyman, Sigurd
Oberg, Joe
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olsen, Nic
Olsen, Albert
Olsen Ingvald
Olsen, C. E.
Olsen, Geo.
Olson, Ben
Olson, John H.
Olson, Oscar
Olson, Joseph
Olson, John
Orling, Gust
Oneleote, L. T.
Overturf, J. C.
Pauchec, Carl
Peckstrom, George
Pedersen, Karl
Pedersen, P.
Pedersen, N. B.
Petersen, Charles
Peterson, O.
Peterson, Walter
Peterson, C. H.
Petterson, A. K.
Petterson, Herman
Petterson, Charles
Pearson, Gustav
Pearson, Johan
Pendville, Nicholas
Punis, Anthony
Punis, Anthony
Quandt, A.
Raad, Sigurd
Rasmussen, Peter
Renheim, Oscar
Reinhold, Gustaf
Renstrom, Peter
Revheim, O.
Resnas, Geo.
Robinson, W. N.
Rontved, I.
Roon, Oscar
Ronning (package)
Roskinen, Waino
Rosen, E. H.
Revheit, Oscar
Richardson, J. W.
Rimer, Robert
Ring, Walfrid
Reed
Reed, Nels
Rummen, Edvin
Rydquist, Carl H.
Rylander, Rudolf
Sandanger, Ole
Sanseter, Paul
Sather, H.
Sandstrom, Carl Albin
Sassa, Hjalmar
Scarbo, Ole H.
Sciron, T.
Schmer, Harm
Schermaker, Anton
Schmidt, Emil
Scon, Arthur
Sorensen, Mauntz
Sohlberg, Olof
Sorger, E.
Sjogren, John
Syversen, Oscar
Samuelsen, Edward
Salomon, John
Strand, Louis
Strand, Charles
Strom, Oscar
Staff, Charles
Staff, Charles
Sears, Guy Loren
Stredner, John
Swanson, Rasmus
Swarson, Will
Swenson, John
Swerdrup, Thowald
Skjoldenborg, Freidjove P.
Sverdrup, T.
Swanson, Wm.
Tabiassen, Tobias
Taft, H.
Taft, Hans
Taft, Peter
Tallaksen, Arthur J.
Tangeroos, Lars
Tangerwas, Ole
Tharstensen, Carl B.
Thompson, Peder
Thorslensen, Carl
Thoreen, Herman
Thoreen, Carl
Thorsson, Victor
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Torrance, John
Toyra, Adolf
Traverson, Louis
Tuomien, John
Turner, John
Waldham, Chester
Walgren, John F.
Wanter, John
Ween, P.
Weinberg, Edward
Williams, O. C. W.
Wilkeson, Dave
Wink, Pete
Witonen, Carl
Winters, Robert
Wilson, C.
Witanen, Carl
Williams, John
Wick, John
Williams, T. C.
Wilson, Alex
Witte, Louie
Wilhelmsen, Martin
Wold, Feder
Wrieboden, W. van
Vanus, Hugo
Unwin, Harry
Undelstvedt, Bernhard
Zolenk, A.

INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

Aberdeen, Wash., Letter List

Albers, Geo.
Anderson, Andrew
Anderson, O. A.
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bedford, A.
Benson, Fred
Benson, Ray
Bengtson, S.
Bonsen, Hjalmar
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Bohm, Aug.
Christensen, Harry
Doll
Eliassen, H. C.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Holm, Wm.
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Gust
Johnson, Hilmar
Khamp, S.
Kennedy, J. R.
Lampe, Fred
Lindahan, A.
Magnusson, E. W.
Malkoff, Peter
Meiners, Herman
Newman, I.
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Pedersen, Alf.
Pedersen, N. B.
Hahlf, J.
Risenius, Sven
Rosenblad, Otto
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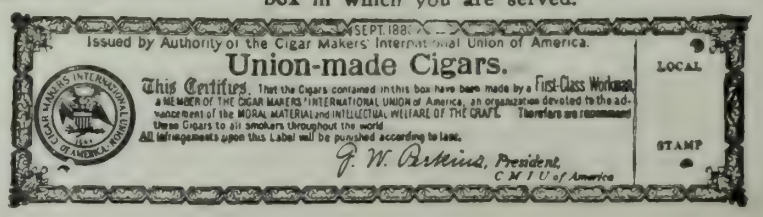

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Home News

Recruiting of volunteers has passed the 5,000 mark, according to reports reaching the war department from recruiting stations throughout the country.

Credits of $85,000,000 to France and $25,000,000 to Italy were announced by the Treasury. The total advanced to the allies is $9,008,999,340.75, of which France has received $2,702,477,800 and Italy $1,521,500,000.

San Francisco has strong probabilities of being the meeting place of the next session of the Democratic National Committee, in the opinion of F. Ray Groves, secretary of the Democratic State Central Committee.

Officials of the recently organized world war veterans of America, with one exception, have resigned in order that the organization may be absorbed into the American Legion, now being formed by Lieutenant-Colonel Theodore Roosevelt.

Nearly three hundred delegates from thirty States attended the National Colored Congress conducted by the National Equal Rights League at Washington, D. C. Eleven persons were elected to go to Versailles in the interest of the Negro during the Peace sessions.

Declaring that the State of North Dakota is prohibited from engaging in private business under the constitution of the United States, 40 taxpayers are seeking an injunction against operation of practically the entire program of the Non-Partisan League, adopted by the State Legislature.

Hulett Merritt of Pasadena, reputed a millionaire, was sentenced by Judge Oscar Trippet of the United States District Court to serve five months in jail and pay a fine of $5000 following his conviction of hoarding sugar in violation of war food restrictions. Merritt gave notice of appeal.

Street cars, driven by internal combustion motors will be general in the United States in a comparatively short time, it was predicted by Chas. E. Sorenson, general manager of Henry Ford & Son tractor plant. The Ford Co. will demonstrate such a car on the streets of Detroit this summer, said Sorenson.

In formally advising General Pershing that 50,000 volunteers are being enlisted here to replace an equal number of men in his army who want to come home, the War Department has directed the commander in chief to return promptly for discharge selected meritorious cases as he receives these volunteer replacements.

The War Camp Community Service recently estimated that the total number of non-employed in New York was 50,000, and that the rate of increase was something like 7,000 to 10,000 a week. It also said that 20,000 officers are looking for jobs, and that of the 500 to 600 officers using the Pershing Club daily 75 per cent. of them were looking for work.

The following facts about the Chicago Municipal Water Works show what an efficient administration can accomplish. This plant is valued at nearly $60,000,000 practically all paid for out of the earnings, with rates about one-half those usual under private ownership, with the highest wages and best labor conditions of any similar plant in the country, and withal aggregating a net profit for 1918 of $3,003,200.

Domestic and Naval

The collier "Myolo" has foundered outside the Sydney heads. Four men are missing out of a crew of 15.

The special commission (German), investigating the execution of Capt. Chas. Fryatt of the British Merchant marine, decided that the sentence imposed upon him was not in violation of international law.

A new world record in shipbuilding was claimed for the Ford Eagle plant in the completion to the launching point of United States Eagle boat No. 59 in exactly ten days to the minute from the time the keel was laid.

California State Senator W. S. Scott has introduced in the Senate a resolution asking that Secretary of the Navy Daniels assign Admiral Farragut's flagship, the "Hartford," for use as a nautical training school in San Francisco Bay.

A number of American naval officers are mentioned for promotion and nomination in the Legion of Honor. Admiral Benson is promoted to receive the Grand Cross of the Legion, while Admiral Mayo and Rear-Admiral Sims and Wilson are advanced to the grade of grand officer. Rear-Admirals Gleaves, Usher, Long, Griffin, Welles, Taylor and Earle become commanders.

Officers of the naval reserve force may be taken into the regular Navy temporarily to controvert the suspension of the reserves contemplated because of the failure of Congress to appropriate the necessary funds to maintain the personnel. Announcement was made in naval circles that the officers, provided they pass the physical and technical examinations, may accept temporary commissions in the regular Navy on recommendations of their commanding officers.

On the dispersal of the British grand fleet, Vice-Admiral Sir David Beatty hauled down his flag as commander in chief. All the newspapers published articles on the historic occasion and paid tribute to Admiral Viscount Jellicoe as the organizer and leader, and to Vice-Admiral Beatty as a first-class fighter who crowded Lord Jellicoe's work. There is some discussion as to whether Sir David Beatty, now unemployed, will be offered the post of First Sea Lord.

The officials of the White Star Line have received a communication from the British Admiralty thanking them for their successful participation in supplying the needs of the government's oil burners during the war. The White Star Line carried American fuel oil in the double bottoms of the ships plying across the Atlantic and did this without cutting down the regular carrying capacity of the vessels. Nine of the company's large carriers, including the "Britannic," were sunk by the German subs.

A good deal of dissatisfaction is felt among Hollanders because the English blacklist, far from being withdrawn, now that hostilities have ceased, is still being increased by the addition of new names. Owing to certain firms being on the blacklist, the British and United States Governments prevent their ships from taking cargo in British or American ports, or bunkering in any coal station controlled by these countries. This means that about 35 vessels of an aggregate tonnage of 102,000 tons are kept idle, when the world needs shipping so badly.

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Adock, John
Ahlburg, Max
Ahlfors, Arthur
Ahlstrom, Andrew
Akerman, V.
Alne, G.
Altonen, Karl
Amnell, A.
Amundsen, A.
Andersen, C. Frank -2114
Anderson, Erik
Anderson, Gust
Anderson, John
Anderson, Nils F.
Anderson, Otto
Anderson, R. P.
Andersson, J. -1552
Andersson, Gunnar
Andersson, A. -1819
Andersson, -1781
Andersson, C. J. -2185
Andresen, Almar
Anguiano. Rest.
Applequist, John
Arentsen, Julian
Aris, John
Aronis, J. D.
Arvidson, Nels
Arvidson, H.
Asberg, Chas.
Astlund, John
Augustine, A.
Augustine, Herman
Aunberg, John S.
Auslitz, J.
Axelsen, Geo.

Bardsen, F.
Ballod, F.
Bantin, Paul
Barsata, Antonio
Benson, Hugo
Berg, Harold
Berg, Siegfrid
Bergman, G. A.
Bergstrom, Axel
Bergstrom, Joseph
Blackwood, S.
Blindheim, A.
Block, John
Blomgren, Adolf
Borgeson, O.
Braun, Alexander
Brevick, John
Burns, Chas. L.

Campbell, D. C.
Cariera, Peter
Carlson, J. -861
Carlson, C. Aug.
Carlson, G. R. -776
Carlson, H.
Carlson, Oscar
Carlsson, J. -1763
Carruthers, M.
Castelein, F.
Catechi, C. V.
Chaplis, J. A.
Chilcott, Geo.
Christensen, A. J. P.
Christensen, Hans
Christensen, Harry
Christensen, L. P.
Christensen, Oskar
Christensen, O. H.
Christensen, V.
Christopher, J.
Cochrane, Rob.
Conradtsen, K.
Cornelius, L.
Cotter, E. N.
Cottrell, J.
Cowden, Len
Crane, H. G.
Crew, E. G.
Cubre, Jack

Dahl, Louis J.
Dahlgren, W. A.
Damberg, A.
Danielsen, L. M., -583
Darrak, Kenneth
Darwick, Th.
De Rady, Henry
Devenay, Edw.
Deur, Leo Le
Dudley, Will
Duivenbooden, W.
Dwyer, E. J.

Edgarton, Jack
Edmann, O. -557
Edwards, John
Egan, J.
Egens, Nils
Eklund, John
Ekstrom, Ben
Ericsson, C. L. E.
Eriksen, Ole
Erikson, A.-571
Eriksson, Gustaf
Eriksen, Guttorm
Erikson, J. E.
Erman, E.
Esterberg, Gust
Etherton, W.
Even, Frank
Evensen, Louis
Evensen, Martin
Evensen, Alex
Eversen, Petter

Fahlesson, Emil
Falck, Axel
Fingberg, A.
Fjellman G.
Flansburg, I.
Flinkenberg, Uno
Flint, C. D.
Foss, L.
Freeman, Sven
Frezzel, R. L.
Fryxell, N. W.

Gallagher, W. J.
Gasch, Billy
Golden, R. L.
Graham, Eric
Green, Lawrence
Gregg, Oliv.
Grover, Perry
Gundersen, Andreas
Gundersen, Ole
Gunderson, E. -1032
Gustafsen, A.

Hackensmith, R. C.
Hagen, Geo.
Hagerty, W. J.
Haggkvist, C.
Hakala, Paavo
Hallen, Victor
Halvorsen, O. -1672
Halvorsen, T.
Hansen, Theo.
Hansen, A. -2644
Hansen, Geo.
Hansen, H. H.
Hansen, Hauger
Hansen, J.
Hansen, M. -968
Hansen, Reynolds
Hanson, Ola
Hanssen, Nicoai
Hargsson, O. Rudolph
Hatunaki, A.
Havnes, R.
Hederstom, T.
Hedahl, T.
Hellberg, Olaf
Hellman, H. W.
Henriksen, E.
Henriksen, V.
Hering, Alfred
Hernes, Chas.
Hetland, Halvor
Highland, D.
Hingren, J. H.
Hobbs, Frank
Hocking, W. P.
Holacker, Fred
Hoffman, E. K.
Hoglandet, Martin
Holk, Geo.
Holm, Astrip
Holm, Nils W.
Holm, Stephen
Holman, William
Holmgren, Carl
Holmstrom, Geo.
Hubbard, M.

Ibsen, Marius
Ingvaldsen, Arthur
Irmy, Feodor
Isaksen, Kristen
Isakson, F.

Jacobs, Fulton
Jacobsen, Jacob
Jade, Hans
Jaderholm, H.
Jahnke, R.
Jans, H.
Jansson, H.
Jansson, Karl H.
Jarvie, A. K.
Jarzombek, J.
Jensen, E. A.
Jensen, H. -2425
Jensen, Oscar A.
Jensen, Antton
Jensen, Niels
Jensen, Gustav
Jensen, Hans
Jensen, Karl
Jessen, C. A.
Jewett, Chas.
Johannesen, J.
Johannessen, Alf.
Johanson, Fred
Johnsen, Gunnar
Johnson, Leonard
Johnson, Michael
Johnson, Olof
Johnson, Oscar
Johnsson, Nath.
Johnston, Leslie
Johnstone, J.
Jones, E.
Jorgensen, -2458
Jorgensen, Laurits
Jorgensen, Robert
Jorgenson, A. N.
Jorgenson, Jorgen

Kallberg, Arvid
Kaktin, E.
Kane, John
Karlgren, Gust
Karlsson, John
Karlsen, Einar
Karlsen, -1190
Karlson, Oskar
Karlsson, August
Karsten, Hugo
Kasbersen, E.
Kennedy, J. R.
King, A. H.
Kirkham, Goe
Klink, A.
Knapp, Adolph
Knoph, John O.
Knudsen, Hans
Koolstra, S.
Korbee, H. J.
Koskineen, Waino
Kost, J. D.
Kjarstad, Elias
Krummers, Adam
Kullborn, O.

Larsen, Alf
Larsen, Arthur
Larsen, Emil
Larsen, Finwald
Larsen, Ing.
Larsen, John
Larsen, K.
Larsson, Carl S.
Larsson, G. L.
Larsson, Ragnar
Laugesen, C.
Leal, Cirilo
Lewis, Harry S.
Lindblad, F. G.
Lindgvist, Chas.
Loughrey, C. W.
Lugar, Jack
Lund, Axel
Lundberg, Th.
Lundquist, R.
Luoto, Waino
Lyngaard, T.

Madsen, T. L.
Madsen, Ludvig
Madsen, W.
Mahler, Hans
Martin, John B.
Mason, H.
Maymsen, H. R.
McLeod, John
McNair, H. S. S.
Miller, W. J.
Miller, Winford
Moe, Ragnold
Moldver, S.
Mollier, H.
Monsen, Chas.
Moore, J. M.
Moore, M. H.
Morgan, E. V.
Morisse, H.
Morris, O. R.
Morrison, Phillip
Mortensen, -2191
Munroe, A. J.

Nannestad, A.
Newton, A.
Nielsen, Axel
Nielsen, H. J.
Nielsen, K. - 1314
Nielsen, Kristian
Nilsen, C. C.
Nilsen, Carl
Nordbye, J.
Nordenberg, A.
Nordstrom, E.
Norling, Sven
Nielsen, H. P. R.
Nunes, C.

O'Connor, R.
Olafsen, O. B.
Olausen, K.
Olausen, Louis
Olsen, Andrew
Olsen, Charley
Olsen, Hans
Olsen, Harry
Olsen, John
Olsen, N. -1372
Olsen, O. -1325
Olsen, Peter
Olson, Edw.
Oldow, Stanley
Olson, Axel
Olson, Ole E. C.
Olssen, James
Oosten, B.
Ortman, Carl
Overwick, Th.

Pacer, Chas.
Palm, T. L.
Paulsen, Aksel
Pedersen, K. A.
Pedersen, Peter
Petersen, O. -1595
Petersen, V. -1949
Peterson, O. -1551
Pederson, Torvald
Perdock, H.
Petter, G.
Pettersen, Higbert
Pettersson, Knut
Pettibone, G. W.
Pokos, V.
Pope, B.
Prestegaard, W.
Punis, A.

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Rasmussen, Jack
Rautio, Jack
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Ross, Rudolph
Ruckmich, Anton

Sahlin, Nils
Salli, R.
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Scholts, T.
Schout, L. L.
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Seike, Earl
Skaanes, E.
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Smith, W. A.
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Solberg, B.
Sorensen, N. -2447
Stewland, J. K.
Stinessen, H.
Stout, Rob.
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Svensen, Geo.
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Syversen, Ansgar

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Nelson, A. -1092
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Olson, Knut
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Peterson, Knut
Ryger, H. W.

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Hanson, Ole
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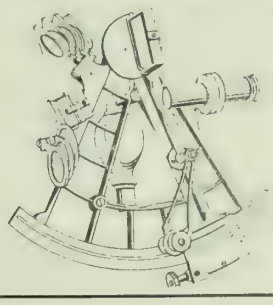
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News from Abroad

Italian marines have been landed at Adalia, in Asia Minor, to restore order, following an outbreak of disorders on the part of convicts and army deserters.

Royal Dutch Shell Oil interests have acquired control of the Mexican Eagle Oil Company, Limited, a Lord Cowdray property, with oil concessions in five states in Mexico.

A news agency dispatch from Bombay reported extensive riots in Delhi on March 31. Police and soldiers were called out and fired on the rioters. There were some casualties.

The commission on constitution of the German National Assembly has adopted a clause stipulating that there shall be no state church, a dispatch from Weimar says. Sunday is maintained as a legal holiday.

An Exchange Telegraph dispatch from Rome reported that Hungarian Bolsheviki have declared war on Serbia, which is demanding allied aid. Martial law was said to have been proclaimed throughout Serbia.

A great agitation has broken out in Winnipeg and other Canadian cities against a threatened invasion of Mennonites from the United States. It is stated that more than a million German settlers are preparing to come into Canada. It is said that public opinion in Dakota is forcing all slackers out.

British boxing promoters are attempting to obtain for London the heavy-weight championship fight for which Jess Willard and Jack Dempsey have been matched for July. Willard and Dempsey have been advised that a purse of 20,000 pounds will be split as they desire if the bout is held there.

Discontent among retail dealers in grain in Bombay, India, has resulted in rioting there, Reuter's correspondent at Bombay reports. Two thousand dealers attacked the office of the assistant food controller and several of them assaulted that official. The police are holding an inquiry. No arrests have been made.

Reports of the recent Finnish elections show a complete defeat of the monarchist element and are said to mean that the existing constitution is doomed. On the basis of returns as printed in the Swedish press, the membership of the new Landtag will be as follows: Socialists, 80; agrarians, 42; Swedes, 22; coalition, 22; Progressive Finns, 26.

American pajamas are now being worn as outer garments by tens of thousands of destitute men and boys in the Balkans. The American Red Cross has sent over 1,000,00 suits to Serbia, Montenegro and Greece. The shortage of clothing throughout this region is so great that the poor are glad to get any form of covering. Bath robes are being worn by the women who find it impossible to get cloaks.

Attention of American furniture manufacturers is called to the possibilities of increased trade with the West Coast countries of South America in a report issued by the Bureau of Foreign and Domestic Commerce of the Department of Commerce. More than a million dollars' worth of furniture is imported annually by Chile, Peru, Ecuador and Bolivia, the report says, and there is to be a large increase as soon as normal conditions are restored as many of the inhabitants have accumulated fortunes during the war.

With the Wits

Casey (on retiring)—"Whativer ye do, Norah, dont let me overslape in the mornin'. If ye don't wake yourself, wake me, anyhow."

Traffic Cop—Come on! What's the matter with you?

Truck Driver—I'm well, thanks, but my engine's dead.—Buffalo Express.

"Sue, who was here with you last night?"

"Only Myrtle, father."

"Well, tell Myrtle that she left her pipe on the piano."

Orpheus of old could make a tree or a stone move with his music; but there are piano players to-day who have made whole families move.—Boston Transcript.

Flatbush—Did you ever try to get your wife to try to count ten before she spoke?

Bensonhurst—Oh, yes. But I think it is an impossibility.—Yonkers Statesman.

"I tell my wife she's perfect, but she evidently doesn't agree with me." "What makes you think that?" "This bill for false hair and cosmetics. She's always adding improvements."—Kansas City Journal.

"Now if you could just hit it right by composing the words for a popular song," urged his friend, "you might get independently rich." "I know it," he groaned, "but, alas, I am educated."—New Orleans Picayune.

"See here, sir, we can't get any of your waiters to take our orders."

"Beg pardon, sir, but in view of the present shortage of help our waiters no longer take orders. They receive requests."—New York Evening Post.

Fond Parent—Did you hear my daughter sing?

Returned Soldier—Yes.

Fond Parent—What did you think of her range?

Returned Soldier—I should say she ought to kill at three miles—Judge.

Motorist (blocked by load of hay)—I say, there, pull out and let me by. You seemed in a hurry to let that other fellow's carriage get past.

Farmer—That's 'cause his horse was eatin' my hay. There haint no danger o' yew eatin' it, I reckon.—Brooklyn Eagle.

"And we can sell you this car on easy payments," said the agent, pleasantly.

"My friend," replied the prospect, "the expression 'easy payments' belongs to the same category with that other well-known fib, 'painless dentistry.'"—New York Globe.

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THOUGHTS ON ECONOMIC FREEDOM

A Sociologist on "Radical Tendencies in the Industrial World"

"Radical Tendencies in the Industrial World" was the title of an exceptionally interesting and instructive address delivered by Mr. Robert Hunter before the California State Conference on Social Agencies, held at San Jose, during the past week:

Mr. Hunter is the author of "Tenement Conditions" in Chicago, 1901; "Poverty," 1904; "Socialists at Work," 1908; "Violence and the Labor Movement," 1914; "Labor in Politics," 1915. He is at present connected with the University of California as Lecturer in Political Economy.

His address follows in full:

As we look out over the world to-day perhaps the most important single thing that strikes one is the varying degrees of power now exercised by labor. In America labor enjoys all the blessings of political freedom but in industry it exercises very little power. The Unions are still fighting for elementary rights and even for recognition while reformers are still pleading for social reforms that were granted to the workers of England and Germany decades before the great war. Strangely enough we still have in America industrial autocracy despite our advanced political democracy. In England we now see developing brotherhood in industry. Capital and labor are forming a kind of industrial parliament in which they can discuss their affairs. Organization is to be made universal, and plans are already agreed upon for re-organizing radically the economic life of Great Britain. Labor and capital are planning to keep in constant touch with each other and to work hand in hand if possible. Although as yet these plans exist only on paper, certain important social and economic reforms have already been recommended to the Government by this Soviet of Capital and Labor. The English, after their old manner, may avoid revolution by compromise. In Germany we see now not only political democracy but also in a large measure, labor dominant. Although Labor rules, it is seeking earnestly to grant to capital a square deal. It is refusing to repudiate debts or to confiscate property. It plans eventually to remove the capitalists from industry, but this will be done—if the present government remains in power—gradually and without violence or injustice. In Russia, Hungary and Bavaria we see a very different situation. Here labor is dominant and enraged. It is full of hatred and it is now oppressing the capitalists in much the same manner that the capitalists in those countries formerly oppressed labor. The workers are not granting to capitalists even the political rights granted to beggars in a democracy. Capitalists cannot vote. They are not allowed freedom of speech or of the press. Debts are repudiated, rents are no more and interest is abolished. Even the right of inheritance is done away. The Soviets, or labor unions, are now supreme. We have then introduced in a large part of South-eastern and Eastern Europe proletarian domination with the workers practicing the same cruelties upon their former masters that their former masters once practiced upon them. This is Bolshevism and all over Europe at the moment the trend is strong toward Bolshevism.

Within a few months we have seen the Romanoffs, Hapsburgs and Hohenzollerns overthrown by democrats and Socialists and now the democrats and Socialists are being overthrown or seriously threatened by the Bolshevists. Both the revolutions and the convulsions which are following them are chiefly due to the fact that in all the countries which have suffered military defeat the entire economic system has collapsed. What we call Capitalism has had to bear during the war a strain far beyond its power and it was well on the way toward ruin in Russia in January 1917, and in Germany in November 1918. The life of the people had then become so unbearable that revolution was a necessity; but instead of improving economic conditions it has made them, if possible, even worse. Now the questions arise, is there any possibility of any government maintaining order in a country which has suffered such a complete economic collapse that it cannot revive its industries? Would Russia have become Bolshevist had Kerensky been able to give food and employment to the masses? Will lack of food and employment drive the German masses into the ranks of the Spartacans and eventually cause the overthrow of the Majority Socialists? Undoubtedly the economic conditions in Germany, Serbia, Hungary, Bohemia, Roumania and Austria are in a deplorable state and they are growing worse day by day. Millions are unemployed and prices are so high that even those at work cannot live on their wages. The owners of industry will not run their factories without some prospect of profit; and capital, wages and raw materials are now too high and the market too uncertain for them to venture on an increase of production. The workers refuse to work because prices are mounting ever upward and their wages are too little to enable them to live. And so we see lockouts and strikes everywhere and these send prices still higher. Moreover, the government must have money and it prints more paper—and this, too, sends prices higher. Eventually only the very rich can afford to buy the necessaries of life—and then comes the Bolshevist outcry, "Down with the Bourgeoisie!" Thereafter it is a war to the death between those who have and those who have not. And those who have are few and those who have not are many.

Charles H. Crasty tells us that all of the allied experts who have been sent into the defeated countries report to the Peace Conference that economic conditions are desperately bad and that everywhere for the following reasons the trend is toward Bolshevism: first, lack of food; second, unemployment due to the shortage of raw materials; third, delay in making peace; fourth, definiteness of the Spartacide plan; fifth, the despair of the people and their broken discipline; sixth, new ideals, with Lenine compared to the Messiah, as opposed to (a) allied imperialism, and (b) the League of Nations which lacks concreteness and directness of appeal. Oswald Garrison Villard, who recently visited Germany, reports that there will be absolutely no food there in three months. "The officials of the Food Bureau in Bavaria showed me," he writes, "the ration for twenty-four hours. It would not keep a chicken alive." He speaks of the wan, sickly faces that one sees everywhere and says that when he went to the early market there was literally nothing to be found there "save roots which one would hardly feed to animals in America. It is the underpaid official, professional and clerical classes with fixed incomes that suffer most terribly. They are so weak, many of them, as to be practically useless." In another place he refers to meeting long processions of workmen—"pale and gaunt and lean, so over-worked, starved and hungry looking as to move any heart." Villard also reports that he talked with a working man who was earning regularly one hundred marks a week, but as he had been unable to buy any clothes since the war began, he was literally in rags. His two children are dead and his wife is dying from consumption. When the men regularly at work cannot make ends meet, what must be the conditions of life for the poorer paid, the casual workers and the millions of unemployed?

And few of us in America seem to realize how many of these men are armed. Within a few months millions of soldiers have been demobilized, but not in the American fashion. A vast number carried their guns away with them, and thousands have the machine guns which they were using in the war. Many also made it a point to carry away with them as much ammunition as they could lay their hands on. All over Germany, Austria, Hungary, Russia and other countries, where revolutionary governments have been formed, millions of guns and no one knows how much ammunition are hidden away. Not a single revolutionary government has been strong enough to disarm the masses, although they have plead with the soldiers to give up their arms voluntarily, and some have done so. Not only men of wealth and captains of industry but the governments also must deal then with an ever increasing mass of the hungry and the unemployed, many of whom are armed.

Conditions are made worse by the fact that Capital is timid and is now afraid to set the wheels going again. It lacks confidence and it will not go ahead unless it can see its way clear; and for Capital in all the countries of Middle and Eastern Europe nothing is certain but uncertainty. Men of property are anxiously waiting to see which element or class is to be victorious. The assurances of the Socialists now in control of Germany that debts will not be repudiated or property confiscated bring no confidence because to-morrow the Spartacans may be in control. Even if business men could

now borrow and if banks could lend money they would probably not do so when they fear that within a few weeks everything they possess may be confiscated. If there was any possibility of the capitalists cashing in and running away they would undoubtedly do so, but no one will buy their property because of the uncertainty of the future. Added to the other difficulties are the present huge debts, and the prospect of more to come as soon as the peace terms are settled. And this means that although the capitalists see the necessity of getting their industries going again they are disheartened because their future incomes must be so heavily taxed as to reduce them to a condition little above that of common laborers. With the capitalists paralyzed with fear the dynamo of modern society is wrecked.

In those industries which are still being carried on the high cost of living is playing havoc. Strike after strike breaks out. Bank clerks, office men and even government employees cannot live on their salaries and they too are embittered, restless and riotous. Labor generally is so overburdened that it cannot lift the weight placed upon its back. Indeed, that back was well-nigh broken by the burdens of the war. For over four years the toilers were working over-time. Day and night they have labored feverishly to produce engines of destruction and they are now weary, hungry, nervous and sick. They ought all to be sent off somewhere for a long holiday and given a complete rest with plenty of food. Their hearts ought to be made light again and some hope gotten into their lives. But this is obviously impossible. After years of incredible labor they are now not only face to face with famine but in order to make the machine go at all they must produce profits again; because only profits will draw forth the energy, the ability and the management which have heretofore been contributed in industry by the capitalists.

Capitalism Is International.

The international situation is also blocking the game. Capitalism is international and for the moment there is no such thing as international trade, international banking, or even adequate international communication between the defeated and the victorious countries. Raw materials cannot be gotten in; finished products cannot be gotten out. The situation then borders upon the impossible.

Another element affects the situation. In the past the Teutons and the Slavs have been suppressed, drilled and disciplined. They have lived under extremely arrogant rulers, masters and officers, and they have gone through a terrible war where the discipline has been of the harshest possible description. Now suddenly all restraint is taken from them, and, like men out of prison, they feel there is a chance of doing pretty much as they please. It is a tragic spectacle, these great countries, with starvation and death all about, with men hungry and unemployed roaming the streets in masses, with suspicion and distrust easily aroused, and at bottom of all a tremendous overwhelming passion for freedom in all its possible manifestations. To the criminals these days are an opportunity to rob the weak and defenseless; but to the idealists these precious hours present an opportunity that may not come again for generations. It is an opportunity, they think, to carry out some of their visions, and among these are the Republic and the Socialist Commonwealth. They want now to lay the foundations of the new society which will assure to every man, woman and child a decent livelihood. But the idealists are at war among themselves; and due to widespread and increasing misery the extremists are overpowering the moderates. Constituent assemblies, universal suffrage, elections, parliaments, republics and democracy make no appeal to hungry men who demand food, a division of all available wealth and a workers' government which shall decree that hereafter he who does not work shall not eat.

When Masses Are Starving.

While such demands seem absurd to comfortable Americans, everyone must see how natural, how inevitable such a theory of life becomes in the midst of general starvation. When everyone has work and in some degree the comforts of life, the man who does not work appears to be of little importance, but when masses are starving the man who lives in idleness and plenty arouses, naturally, among them bitterness and rage. This is not simply the after-war psychology; it is the psychology that would exist in us if we were facing famine. Men who have for over four years been fighting desperately in the trenches return as poverty-stricken heroes to find their beloved ones literally starving to death. They have fought for their country, including those who have grown rich out of the war, and their first thought when they see the misery in their homes is to tear to pieces those who launched or profited in the war that has brought them untold misery. Their state of mind is about like this: We have been at the front and fought battles never before equaled in the history of the world; we have fought to protect you and your property, and now that we are home again do you expect us to starve to death while you live like swine at the trough? And with a rage that is indescribable they are turning upon everyone who has food and clothing. The soldiers of Europe have not read Marx, nor have they suddenly become constructive Socialists. Some have become destructivists and divisionists; others perhaps unconscious, instinctive Socialists, but they would not have become either the one or the other in such vast numbers if food were not lacking. But as a state bordering on famine exists they declare that nothing is too good for those who have fought and labored and they are now taking by force food and other property.

What's In a Name?

We may call this state of mind anything we please, Socialism, Anarchism, or Bolshevism. That is of little importance—the next stage, if industry remains paralyzed, may be cannibalism; but the vital matter is that this state of mind exists and that it will not change so long as economic conditions remain what they are. The most hopeless thing about Middle and Eastern Europe is this, that the misery of the masses is increasing in intensity every day. Even in Russia where the Bolshevists have attempted to socialize everything millions are dying of starvation. Typhus has broken out and we may see running all through Middle and Eastern Europe three diseases that are more menacing even than Bolshevism itself. They are Typhus, Scurvy and Tuberculosis. And like Bolshevism they are due largely to starvation and they can only be kept out of Western Europe by exactly the same methods that must be used to keep out Bolshevism. There must be plenty of food, improved sanitary conditions, decent housing, regular employment, good wages, and a lower cost of living. Senatorial investigations, editorial castigations and popular hysteria will not keep out these diseases, nor will they keep out Bolshevism so long as economic conditions produce misery and despair among the masses.

As misery and despair increase we see now in Hungary and Bavaria and approaching in Germany, Roumania, Austria, Bohemia and Serbia the same political and economic convulsions which occurred previously in Russia. At first—for eight months—the Russian masses were fairly moderate in their demands and were content with the government of the Constitutional Democrats. But as their misery increased they turned from the Constitutional Democrats to the Socialists, and as their misery still further increased they turned from the Socialists to the Bolshevists. Hungary has also passed through the same evolution and every day brings Germany nearer to the abyss. At first we had Prince Maximillian and then the Majority Socialists. Six months ago the Spartacans were few and in fact existed only in Berlin, but although they have been suppressed again and again they are stronger now in Berlin than ever and they have spread all over Germany. In a hundred different places they are now participating in periodical uprisings. To-day there is victory for the Government, but tomorrow there may be defeat. Inevitably as economic conditions grow worse the more and more extreme elements will prevail.

The solution offered by the Bolshevists makes a tremendous appeal to the masses of Europe. In the first place the Bolshevists forcibly remove all obstacles which stand in the way of a redistribution of wealth. They disarm those who possess any property whatever and tell the masses to go ahead and take what bread, clothes and other supplies they can find. They open the large houses and tell the houseless and the homeless to go in and take a pleasant room and a bath. Their government repudiates all debts and wipes the slate clean. It says to the landlords that no more rents will be paid. It tells the capitalists to open the factories or be shot, and decrees that they must work on the pay of common laborers and give up all thought of profits. In fact neither now nor in the future are there to be any more profits for capital. The State or the Soviet is to own the property and the returns from the sale of whatever is produced are to be divided among those who have produced them. They arm the poor and disarm the rich and thus overcome all possible opposition to the new regime. This is theoretically and to a certain degree actually the position of the Bolshevists and the program appeals so strongly to the masses that we may soon see these ideas prevail in every country east of the Rhine. Of course, everyone not actually hungry or mentally unbalanced knows that this is not a permanent solution of the problems of society. Soon there will be no more surplus wealth for division, and when everyone is reduced to a common level there will then arise a death-struggle between the weak and the strong, the armed and the unarmed, the organized and the unorganized. Although dividing up does put off the day of reckoning, unless Bolshevism can conquer new reservoirs of wealth in the Ukraine, in Hungary and in Germany it will be forced to increase the production of wealth in Russia or it will eventually die out. Even a Bolshevist government is not immune from revolution when its sole resource is paper money.

What the Militarists Might Do.

Bolshevism will in time destroy itself unless our militarists do for us what the militarists of Germany and Russia did for their countries. Not content with having produced the ruin that has given birth to Bolshevism, the militarists now suggest policing Germany and overpowering Hungary and Russia; but as they are not economists perhaps they do not realize that a new world war to destroy Bolshevism might eventually reduce every country west of the Rhine to the same bankrupt state that originally produced Bolshevism in Russia and is now producing it in Germany and elsewhere. This would be like fighting fire by burning down everything before it. A war against Bolshevism might be a long one because the system devised by the Bolshevists is a difficult one to destroy. Every county Soviet is a little government in itself and, therefore, every county in Eastern Europe might have to be subdued and then garrisoned before the seeds of this new menace could be destroyed. Moreover, the opposition at home to any such policy is bound to grow more and more serious. Practically every labor organization in France, Italy and England has already protested vigorously against intervention or any interference with the Bolshevist republics; and it is almost certain that in case an attempt is made to draft an army to fight Bolshevism there will be serious riots. General strikes will certainly be declared in all the victorious countries, except America. Lenine fully realizes this, in fact, he seems to know a great deal more about the feeling of the working classes in the allied countries than do the statesmen who now represent those countries in Paris. And although Lenine is a fanatic, he is also at the moment the master-mind in Europe. He realizes that as war was the chief cause of the political revolutions, so starvation and unemployment are the chief causes of Bolshevism. And he knows that if Europe remains for years in a state of war the entire continent will eventually go into bankruptcy and suffer such a complete economic collapse that Bolshevism will be victorious everywhere. Nor should it be overlooked that Lenine is now pursuing in all the allied countries exactly the same policy formerly pursued by the Kaiser and his colleagues, and partly as a result of Bolshevist propaganda we may soon see uprisings in India, Egypt, Ireland and perhaps in Spain, Italy, France, Norway and Switzerland. Certain classes in all of these countries might attempt a revolution to help Bolshevism where they would not lift a hand to aid German militarism. To continue in a state of war to fight Bolshevism is out of the question unless the leaders of Western Europe are seeking the quickest and surest path to suicide.

Bungling the Russian Situation.

Unhappily nobody at the Peace Conference except President Wilson seems to understand either the permanent or the temporary causes of these revolutions. In any case the measures taken up to the present by the Peace Conference have only added tinder to the conflagrations now famine all over Europe. From the beginning the allies have bungled the Russian situation and now they are driving Russia, Germany, Hungary and Austria together. To a large extent it was the policy of the Peace Table that brought Bolshevism into Hungary and if Bolshevism is finally victorious in Germany and later in France and Italy it will be very largely due to the fact that the men at the Peace Table do not understand what they are dealing with and haven't the slightest conception of either the permanent or the temporary causes of the social plague now raging through Middle and Eastern Europe. On the day the Armistice was signed President Wilson put his finger on the root of the evil, but apparently his voice does not prevail. His colleagues seem to think him an impractical visionary, an idealist; and up to the present they have refused to heed his warnings. But I gather from what he has said here and abroad that there is only one possible way to fight Bolshevism and that is to make our own house clean. It must be fought by creating wholesome centers where the germs will not enter. Just as scientists fight the "Flu" or the Black Death by cleanliness, sanitation, hygiene, good food, freedom from worry and all those things which produce health, so nations can effectively fight Bolshevism by putting themselves in a state of social health. They must lay up reserves in food, clothing and the necessaries of life. They must carry on production to the limit and lower the cost of living. They must shorten hours and increase wages. They must deal frankly and justly with labor and realize before it is too late that the day of industrial autocracy is past. The safety of the future lies in democracy—political, economic and social. Moreover, labor must be prized and respected as the most essential, most worthy and most precious element in industry. If the fear of Bolshevism should by any chance be the beginning of wisdom it will have contributed at least one great service to the world.

The windjammer may again be in demand to supply European countries with lumber for reconstruction work as a result of the recent war. Mill operators are receiving many orders, but tonnage cannot be secured. Deals are now pending to arrange charters for lumber carriers to Italy. The fact that charter rates from the Pacific are lower than from the Gulf States indicates that a large portion of shipments made to Europe will be from Pacific Coast points. The demand for lumber carriers of about 1,500,000 feet capacity with the supply depleted indicates that the sailing craft will again be utilized.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Defends Teachers' Unions.

In an editorial defending the right of teachers to affiliate with the trade union movement, the Houston Post says:

"One reason why the teachers of the United States have endured the hardships of the war period with no compensating increase of pay is that they were not organized, and another reason is that the great majority of them are women.

"We believe there is no room to doubt that the teaching standards of Houston and other features of the system will be more effectually raised through the teachers themselves unitedly and out of a sense of professional pride, than has been the case heretofore.

"And there will be many improvements when the teaching body can speak collectively and advise collectively, for then the rule of repression will necessarily give way and a spirit of genuine democracy be substituted for it.

"Surely if the public school system is entitled to be called the cradle of democracy, there ought to be at least enough of democracy in the operating force to be heard upon every vital issue pertaining either to the well being of the teaching force or the training of the children."

Won't Meet Unionists.

"The very idea!" exclaims Lindley M. Garrison, receiver of the Brooklyn Rapid Transit Company, when asked to receive a committee to discuss working conditions of employees who have organized a Street Car Men's Union.

The present age is unknown to Mr. Garrison, who declares that the union is "attempting to create differences between the company and its employees."

The company has been notoriously antagonistic to trade unionism and the receiver, while supposed to be an agent of the court, would seem to be carrying out this policy.

The company's antagonism to organized labor resulted in a wreck last November that caused the death of 98 passengers. The company refused to obey an order by the National War Labor Board that victimized unionists should be reinstated. The men suspended work and the wreck was the result of a green employe attempting to operate a train.

Mr. Burleson Cornered.

"Postmaster General Burleson is not helping his grand public-ownership enterprise by making statements as to his operation of telegraphs and telephones which are instantly challenged by men familiar with the facts," says the New York World.

"For example, he says that the recent increase in rates was made necessary by higher wages and that the added revenue will hardly cover the extra expense; but officials of the employes' organization deny that there has been any actual increase in wages, holding that the extraordinary outlays now cited are mostly due to costly and wasteful methods introduced since the lines passed under the control of government.

"As a further illustration, in defending the 20 per cent. increase in rates on these grounds, Mr. Burleson says that it would have been unavoidable and probably greater if private management of the lines had been continued. In reply to this we have the statement of President Mackay of the Postal company in which he guarantees restoration and maintenance of the old rates when public control of his lines shall have been relinquished."

Will Invoke Referendum.

The Executive Board of the Ohio State Federation of Labor has voted to invoke the referendum on the Miller bill, which was passed by the General Assembly over the veto of Governor Cox. The bill requires Senate confirmation of appointments on the State Industrial Commission, and the unionists declare that this is a "subtle attack an the administration of the Workmen's Compensation Law and an attempt to throw the activities of that department into the political spoils system."

No Sign of Cheaper Meat.

The American Meat Packers' Association has issued a statement in which it declares that lower prices for meat may not be expected until the war-stricken countries of Europe are enabled to resume their quota of production and that "high prices will continue for a long time."

It is stated that each day that brings final peace nearer means a greater call on this country for meat and that low meat prices must wait until European production is in good swing again.

Indorse Seamen's Law.

The California Legislature has ignored the frantic appeals of ship owners and editors that the Seamen's law be repealed, by passing a resolution that the merchant marine of the United States should provide for rights of the seamen, together with working conditions, "equal to and not lower" than those established by the La Follette Seamen's law.

This action by the Legislature is especially distressing to Captain Robert Dollar of San Francisco, who has furnished much of the ammunition against the law and who now finds his home State against him.

Against Immigration.

Legislation that would stop immigration for two years was demanded by the Louisiana State Federation of Labor at its annual convention. Other demands were: Government ownership, operation or regulation in the interest of the public of railroads and other public or semi-public utilities; government ownership of wharves and docks; an investigation of housing conditions and reforms of school conditions and working hours of women employees.

The convention declared that "the freedom of the press and the freedom of speech and assemblage is the only open

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomensoch Eldareforbundt, Stockholm; Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, **Durban, Natal.**

World's Workers

Over 70,000 workers have already joined the recently established Greek Federation of Labor. These workers come from twenty-five different industries and are grouped into 200 unions. The union is a purely industrial organization, and in its preamble recognizes the class struggle as its basic principle. It has already affiliated with the Trade Union International, and has pledged itself to work for the solidarity of the working classes of Europe.

The South Auckland Enginedrivers, Winders, Motor and Firemen's Union award provides that in the case of men working underground the hours of work in day and afternoon shifts shall be 46 hours weekly, night shifts 47 hours, all other, inclusive of crib time, 48 hours per week. Employes on pumps work similarly, while electrical attendants' shifts are limited to six hours in wet places with 4d. per day oiler money. The wages have been generally increased, the minimum being fixed as follows: Winders, 12/6 per shift; winchmen, 11/6; first-class stationary enginedrivers, 12/-; firemen, 9/9; leading firemen, 10/6; locomotive drivers, 12/-; locomotive firemen, 10/6; engine greasers, 9/9, gas engine drivers, 11/6; electric motor drivers, 10/3; attendants at electric motor on sinking or suspended pumps, 11/6.

The Labor Gazette, issued by the Dominion government, prints interesting Canadian strike statistics for the year 1918. There were 191 strikes reported and of these 113, or 57.6 per cent., were won by the workers. But 41 strikes, or 20.9 per cent., were won by the employers, and 10.7 per cent. ended in compromise and the same percentage had an indefinite ending. The value of direct negotiation between employer and employed is shown by the statement that 102 strikes, or 52 per cent., were settled by this method. Conciliation and mediation were successful in 34 strikes, or 17 per cent., while 21 cases, or about 10 per cent., were settled by arbitration. Only four disputes were settled by boards of conciliation under the Industrial Disputes Investigation Act. This act is known as the Lemieux Act.

As a result of a conference held recently between Mr. W. T. Young (general secretary of the New Zealand Seamen's Union), Mr. Clarke (secretary of the Dunedin branch) and the management of the Union Steam Ship Company, the company has agreed to take steps to alter and improve the accommodation provided for seamen on about seventeen additional vessels. The company also formally agreed to incorporate the following clause in seamen's articles at present in existence and in all new articles: "Notwithstanding anything to the contrary it is hereby agreed that any member of the New Zealand Seamen's Union signing these articles, and being invalided on shore at any place in New Zealand with illness or accident contracted in the service of the ship at any time after joining the vessel, shall be granted the benefit of Section 6 of the Shipping and Seamen Amendment Act, 1911, and this shall be allowed irrespective of whether he is invalided on shore at the port where he signed articles or not, and this article of agreement shall be read and construed accordingly."

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Aalto, Harry	Lato, Eley
Amundsen, Pete	Lauritsen, Ole
Anderson, Gunnar	Lechemus, Bill
Anderson, Sven	Lewis, Harry S.
Anderson, Axel	Linden, Chas. F.
Anderson, Frank	Lindholm, Charles
Altman, E	Magnussen, Karl
Anderson, Gust	Miller, John
Aho, Jack	Nelson, Harry
Behne, W. A.	Neyberg, Berger
Baggs, H. L.	Nielsen, S.
Bergh, Borge	Olsen, Martin
Billington, Martin	Pederson, Carl
Brander, Wm	Peterson, Hugo
Breien, Hans	Petersen, Nels. -1698
Bruce, Albert	
Christian, James	Raaum, Henry
Davis, Orville	Rosenthal, Walter
Doage, Sigvald	Rukko, Otto
Doiejul, Alfred	Samson, Louis
Evensen, Ed	Sandberg, Neil A
Exelson, Herman	Schlieman, J.
Folvig, John	Skinnar, Gust
Gerner, Hans	Stratton, R. M.
Grunwald, Alois	Sternberg, A.
Grossen, Joe	Stringer, Jr
Gracers, Gust	Sundholm, Fred
Goulet, Renie	Sundholm, Carlos
Gunerud, Thorvald	Swenson, Len
Hansen, Adolph	Tiller, Edward
Hingren, John H.	Thompson, Alex S.
Hoak, A	Thoren, G. A.
Holmstrom, Fritz	Tysk, J H.
Hoxberg, Aksel J.	Wahi, J.
Hansen, John	Wilhelmson, Karl
Halstrom, K	Wrig, F.
Hederstrom, T.	Yeoman, W. E.
Hecker, William	Zimmerer, Theo.
Jones, E. L.	(Questionnaires)
Jensen, Jens	Berner, Albert
Johansen, Fritz	Christensen, Ole
Johansen, N. A. -1604	Martin
	Doage, Sigvald
Johanson, John A.	Holm, Frank
Johansen, Carl	Johansen, Carl M.
Jonsen, John E.	Johansen, N. A.
Johnson, Eduard C.	Lindroth, Carl Aug.
Jonassen, Johannes	Pedersen, Carl
Larsen, Jorgen -1542	Tysk, John H.
Larsen, Martin	

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Heanstrom, Carl A.	Nielsen, Alf. W. -1054
Hoage, Anton	
Johnson, Pett	Person, Fritz
Johnson, Portus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Seyfried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magail, Michael	

Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas W.
Anderson, C	
Andreasen, N.	Melgant, F.
Ahren, Wm. J.	Miller, Harry
Backman, Peter W.	Mikkelsen, Harry
Biork, Rudolf -2206	Mortensen, R.
Bohm, Franz	Murphy, Francis Leo
Christensen, H. P.	Nordman, Alek
Dunet, J. E.	Nielsen, Jens
Eikland, Ole	Nilsen, Chas.
Elliot, Austin A.	Nielsen, W. -1000
Eriksen, C.	Nogat, E. G.
Guildersen, W. E.	Nelson, Harry
Guthrie, V. A.	Ogilvie, Wm. A.
Geiger, Joe	Olsen, Kristian
Graaf, John D.	Pope, Herbert
Harding, Ellis	Powell, H. A.
Hartman, Fritz	Paulsson, Herman
Hauschild, B	Peterson, Frank A.
Henriksen, Wm.	Petersen, Anton -1675
Henriksen, Geo.	
Hill, Chas.	Petesen, Knut
Johansson, Charles -2407	Petter, G.
	Rensmand, Robert
Johnson, Karl	Ruisgaard, Soren
Jorgenson, Earl	Rosenblad, B.
Jensen, H. T.	Ross, Geo.
Johansen, Johan	Samuelsen, S.
Johnson, C. A.	Siebert, Gust
Kase, A.	Sjolund, Victor
Kuskinen, Albert	Swanson, Ernest
Kristensen, Wm.	Swenson, C E
Kelly, Wm.	Thompson, Walter
Knofsky, E. W.	Thorsen, Ole
Kulik, John	Thoresen, Ingwald
Laatzen, Hugo	Toomey, Paul
Larsen, C. J.	Tuhkanen, Johan J.
Larsen, Carl C.	Wold, Frank
Larsen, Hans	Ulvestad Knut
Larsen, Ragnar,	

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Anderson, H.	Larsen, Olaf
Bagdon, William	Larsen, Lauritz
Bedin, E.	Gotfried
Burg, John	Lindberg, A.
Bywater, Charles	Meyer, Hans
Christensen, Wm.	Mittmeyer, J.
Damberg, Aug.	Mittchel, Joseph
Danielson, Arthur	Morris, Frances
Doehring, Otto	Nannestad, Arthur
Eriksen, John	Ode, Biom
Forsel, C. A.	Olsen, Johan Oscar
Glynn, Frank	Olson, Anskar
Guilefsen, Hans	Osberg, Ansgar A.
Hagen, Louis	Peterson, Robert
Hagman, Edward	Rod, Sakarias
Hansen, Emanuel	Sheldon, C. B.
Hansen, J.	Simonds, J.
Hanson, Ole	Steen, J. I.
Hanson, William	Sundberg, K. K.
Jakobsen, Jack	Taube, August
Jewett, Charles	Tobi, August
Johansen, Gus.	Thompson, A.
Johanson, Charles	Vujanovich, Vasil
Johanson, F. C.	James
Johanson, Hans	Waalen, Chris. A.
Johanson, J. G.	Weber, Fred
Kruger, W.	Weisham, R.
Kuhn, John	

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.

3-26-19

Pacific Coast Marine.

It is reported that the idle wooden ships built in Oregon will be laid up in Youngs Bay, near Astoria.

The "Wing and Wing," a tank barge owned by the Union Oil Company, has been purchased by Charlie McCarthy.

The Shipping Board has sold the wooden steamers "Thala," "Airline" and "Ashburn" to the Nacirema Steamship Company.

The loss of the Olson Brothers' bark "Albert" will result in an appeal from shipping men of this port for better protection for vessels plying on the Coast.

The Ames Shipbuilding and Drydock Company will deliver the 8,800-ton steel cargo carrier "West Irmo" to the United States Shipping Board May 1.

The gasoline auxiliary schooner "Ozmo" was sold by G. W. McNear to the Northern Commecial Company for $100,000. She will be used in the Northern trade.

Los Angeles will be taken off the list of ports made by the steamer "Rose City" when she returns to her run May 1. She will operate only between San Francisco, Astoria and Portland.

Making her first trip on May 1, the San Francisco and Portland Steamship Company's steamer "Rose City" will go into commission after having been laid up since December 27 under going extensive overhauling.

Residents of Santa Barbara have sent a communication to Walter Scammell & Co., agents for the White Flyer Line, requesting that the White Flyer liner "Humboldt" stop regularly at Santa Barbara on her San Francisco-Los Angeles run.

The freighter "Kiyo Maru" is expected from South America and West Coast ports on May 16 and will sail for Japan and Oriental ports on the following day. The "Kiyo" is expected to bring a number of first-class cabin passengers to San Francisco.

The 8,800-ton steel steamers "West Hargrave" and "West Cherow" were assigned by the Shipping Board to the Pacific Steamship Company for May loading of flour at Portland, making a total of twenty-five vessels so far assigned to the Pacific Steamship Company.

San Diego and San Francisco are to have United States Navy radio compass stations. These stations are being established to assist inbound naval and commercial craft to correctly test their compasses by information flashed by radio and by direction indicators.

Provided the recommendation of the House naval committee which recently visited Portland is given approval by Edward N. Hurley, chairman of the U. S. Shipping Board, Portland shipyards will be able to take on contracts for the construction of steel ships for private accounts.

The British steamer "War Convoy," 8800 tons, launched in December at Vancouver, B. C., by the British Munitions Board, has been sold to the Williams Shipping Company of New York, through a Seattle agent, for $1,500,000. This ship will load in Seattle and Vancouver for a regular service to France and England.

The port of Coos Bay Commissioners are planning a number of improvements on channels in inlets of the bay. Shoals have appeared in many instances and freighting launch owners complain they are hindered greatly making prompt deliveries by being obliged to await high tides before negotiating some of the waterways.

Seattle Federal officers received a cable from Consul Thomas Sammons at Shanghai, advising shipping interests that the Hamburg-American liners interned at Hankow, China, are up for sale. It is understood that three of these vessels were turned over to the American Government. Northwestern shipping interests are interested in the proposed sale of the ships.

The last of the Coast Shipbuilding Company's government contracts was completed, so far as the hulls are concerned, by the launching of the wooden steamer "Boynton." The yard, which one time employed 1,200 men, will reduce its force to 30 or 40 until it is able to establish its plans after the government has made an accounting for the work ordered canceled.

Although not definitely decided, the outlook is favorable that the contracts for twelve steel 7500-ton steamers contracted for by the Government but under suspension since January will be restored to the Todd Drydock and Construction Corporaton yard at Tacoma. It is understood that if the contracts are restored there probably will be a cut in the original contract price costs.

There is but little tonnage in sight for the lower Yukon districts this year, according to survey reports received from that section by the principal steamship lines. About 1,000 tons of cargo for delivery on the lower Yukon via St. Michael is all that is offering so far. At the same time last year the steamship concerns were lining up to move 15.000 or 20,000 tons, though that included a lot of steel rails for the Alaska government road.

From present indications, a line of big steamers will soon be operating between Puget Sound and the west coast of South America, taking the place of the smaller craft which during the past few years engaged in that trade. This requires an 8800-ton craft which is now in the service of the Government on the Atlantic coast, will be released in June and will come to Puget Sound to load for the west coast in the service of the South American Pacific line.

Two new cargo steamers will be ready for the Singapore-San Francisco service of the Toyo Kisen Kaisha by May, according to an announcement by the company. They are the "Choyo Maru" and "Koyo Maru," which have recently been launched at the yards of the Asano Shipbuilding Company, Japan. Each is of 9800 deadweight tons, twin screws and adapted for long-distance service. The new freighter "Buyo Maru" is expected at San Francisco soon and will be dispatched to Japan in May.

Five of the fifteen wooden ships sold in New York by the Shipping Board were constructed by the Supple-Balin Company in Portland. Fred A. Ballin, who designed and superintended construction of the 4,500-ton wooden steamers with steel topsides, stated that they were constructed at a cost of $630,000 each, and the sale price of $650,000 shows the government made a profit of $20,000 each. The five vessels are the "Thala," "Dalana," "Aairlie," "Birchleaf" and "Ashburn." Several of the locally built Ballin vessels are under charter to operating firms.

The owners and operators of sailing ships have announced that the new rule of the Harbor Board, which demands that not less than a daily average of 500 tons of merchandise must be handled on or off an offshore vessel lying at a pier, works a hardship on them. They say that some of the vessels carry but little more than 500 tons total and some less. They cannot, therefore, comply with the rule which is now in force. The matter will be taken up with the commissioners and a request will be made that in the case of the small vessel and sailing ship the rule be qualified.

It is rumored that Thomas Crowley is making arrangements to dispose of his three sailing vessels in the near future. The owner of the "John and Winthrop," "Crowley" and "Olympic" said that he had no announcement to make, but that if he did try to dispose of the fleet he scarcely expects to sell to Captains E. L. Whitney and L. A. Scott of Mobile, who are now here looking after the interests of their ships operating to Pacific Coast ports. Crowley added that it was his experience that it is easier to locate buyers of ocean sailing craft far from the salt water.

Suggestion has been made by Dorsey Smith, Portland tourist agent, that the new freight steamers to be placed in operation between Portland and the Orient be fitted with limited passenger accommodations. He believes that many Oregon people would take advantage of the opportunity to travel on the big freighters like the "West Munham," and he believes that all the rooms that can be furnished would be filled on each trip. The Pacific Steamship Company has announced that when additional ships are assigned by the Shipping Board a monthly service will be operated out of Portland.

Through its president, Harry J. Hart, the Maverick Steamship Company has filed suit against the West India Sugar and Molasses Company for about $60,000, which is the balance due in payment of the steamer "Maverick." A. W. Geiscke, president of the sugar company, is also vice-president of the Equitable Trust Company of Baltimore, where the suit has been filed, and vice-president of the Cosden Oil Company of Oklahoma. This suit is urged also by Assistant United States Attorney John W. Preston, the Government having claims against the "Maverick" for funds due the Alien Enemy Custodian to the amount of about $20,000. This money was held up pending the Hindoo conspiracy case.

Trade conditions between San Francisco and China now warrant more direct communication and the steamship "Nanking" of the China Mail line is to be put on a new schedule direct to Japan and omitting Honolulu to effect a time saving, it was announced by H. N. Thomas, general passenger agent of the company. This change will permit the "Nanking" to make the run to Yokohama in fifteen days, to Shanghai in twenty days, to Hongkong in twenty-four days. The "Nanking" will continue her present schedule for the trip commencing May 10, and the first trip under the new schedule will commence July 17. A number of passengers who are already scheduled make it impossible to make the change earlier. The "China" will continue to stop at Honolulu, as she is a coal burner and the stop is necessary. The "Nanking," an oil burner, can run straight through.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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Telephone Cherry 342.
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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, APRIL 30. 1919.

WORLD'S SEAFARERS CONFER.

Detailed and authentic news regarding the recent International Seafarers' Conference at London has finally come to hand. Patrick Flynn, one of the delegates from the organized seamen of America, has returned to America; in fact he is right here in San Francisco. The JOURNAL is pleased to announce, therefore, that beginning with next issue a series of articles giving full and complete information upon the proceedings of the first world convention of Seamen will be published in these columns.

The Seafarers' Conference dealt with several matters of the greatest importance. However, to the organized seamen of America the attitude of the conference toward the American Seamen's Act is, without doubt, of the most vital concern.

Following is the resolution upon this subject, adopted by unanimous vote:

Resolved, That this Conference, having heard the report of the American Delegates on the American Seamen's Act, 1915, is of the opinion that the working of the Act which gives to American seaman the unconditional right to quit his vessel in any safe harbor, to demand one-half his wages and failing to receive which carries cancellation of contracts, and the abolition of all advances, has acted beneficially to the American seamen and seamen of other nations employed on vessels visiting United States ports; further

Resolved, That every effort should be put forward by the Federated Seamen's Unions of the world to maintain the present Act in its entire scope in ports of the United States. They are, however, of opinion that the extension of the Act at the present time to all countries may be detrimental to the best interests of the seamen of such countries. They therefore resolve that the further extension of the principles of the American Seamen's Act should be left to the judgment and efforts of the organized seamen of each respective country, and we most earnestly protest against any treaty or other international agreement which might in any way curtail the seamen's freedom in ports of the United States, or which would prevent any individual nation from conferring freedom upon its seamen and upon other seamen coming within such nation's jurisdiction.

In connection with the foregoing resolution the subsequent action of the International Convention on Labor Legislation which met at Paris, as per arrangement of the Peace Conference, is of the highest significance.

It appears that on Friday, March 21, this convention reached the American proposals. And this is what transpired according to the memorandum submitted by Andrew Furuseth:

On the question of insisting that "the labor power of a human being is not a commodity or article of commerce" the Convention voted "Aye."

On the question of adopting as part of the "Labor Charter" the thirteenth amendment to the Constitution of the United States—prohibiting slavery or involuntary servitude—the Convention—claiming that there is no such thing in Europe—voted "No."

On the question "that, a seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor nor shall he be arrested, detained and surrendered to his vessel," the opposition, as was to be expected, was led by Great Britain. Mr. Barnes, pleading for the seamen, opposed this declaration. He was followed by Mr. Fontaine, for France, expressing great sympathy with the seamen but feeling that this proposition must be laid over for some body of technical experts. He was followed by Italy, whose representatives took the same position.

Upon the request of Mr. Gompers an adjournment was taken in order that he might keep an engagement with the President of the United States.

On reconvening this day Mr. Gompers made an earnest appeal for some guaranty that the working people who have reached a higher standard than the average which some future conference might be willing to adopt and requested that the question before the House be temporarily laid aside to consider such guaranty. This was agreed to and the following was adopted as a protocol to be read in connection with Article 19 of the Constitution:

"In no case shall any of the High Contracting Powers be asked or required, as a result of the adoption by the Conference of any recommendation or Draft Convention, to diminish the protection afforded by its existing legislation to the workers concerned."

The French suggested that there ought to be either special organization or special meeting to deal with seamen's legislation. After some discussion and with the understanding that it meant eventually this was adopted, the representatives from the United States voting "No."

The question then recurred on the freedom of seamen. A vote was taken, American representatives and the representatives from Cuba voting "Aye," the representatives from England, France, Italy, Belgium, etc., voted "No."

Although the action of the Convention on International Labor Legislation seems discouraging, to say the least, it appears reasonably certain that under the proviso or protocol (printed in blackface type) the Seamen's Act is safe.

It must be borne in mind, of course, that there is nothing definite in the conclusions so far arrived at. In the final analysis the nations which are the component parts of the new world alliance will determine just what is to be considered as "diminishing the protection afforded by its existing legislation to the workers concerned."

What might have happened in Paris had the Seamen of America been without direct, effective and efficient representation is, of course, another story. Nevertheless, this is a point not to be overlooked in considering "history in the making."

AMERICANS GO TO SEA.

We live and learn—that is, some of us do. When the Shipping Board started its merchant marine recruiting service, all the "Gloomy Guses" in the shipping world were as one in predicting that the Board would never get Americans to go to sea. Americans, they said, had ceased to be a sea-faring race, and—well, anyhow, it was cheaper to man our ships with Chinamen.

But they reckoned without the civilizing influence of the Seamen's Act. A report just received by the Shipping Board from the Sea Service Bureau, covering March, 1919, shows that out of a total of 6985 placed by the Bureau on American ships during that month, fifty per cent. were young Americans who have been trained for the sea on training ships maintained by the Shipping Board. The report also states that 90 per cent. of the officers on American ships are now Americans.

Commenting on the report, Henry Howard, Director of Recruiting Service, says:

"These figures tell their own story of the rapid Americanization of our merchant crews. When we started our first training ship, so few Americans were going to sea that we were told it would be impossible to get enough American able seamen to serve as instructors on the work. We were, in fact, three weeks getting fifty instructors for the first ship. But as soon as the country sensed the magnitude of our Merchant Marine revival, there was no further difficulty in getting Americans to go to sea. The change that has taken place in this respect is shown not only in the figures of the Sea Service Bureau, but also in the records of the Recruiting Service. This service began training Merchant Marine officers in June, 1917. Only men with two years' seagoing experience were accepted for training as deck officers, and only those with mechanical or engineering experience as marine engineers. Yet the records of this department show that up to April 1 of this year the schools graduated 8107 men, every one an American citizen. The training ships were not established until January, 1918, but from that month to April 1 of this year the number of young men accepted for training on them as firemen, sailors, cooks and stewards—all full-fledged Americans—is shown by the records to have been 22,573."

And, lo and behold! Wonder of wonders! Here comes our old friend, Captain Robert Dollar, charter member and whilom walking delegate of the aforementioned "Gloomy Gus" brigade, and says it is all true, and that he wouldn't have believed it possible if he hadn't seen it with his own eyes, etc. This is how he unbosomed himself on the subject in Boston a while ago at a conference of Shipping Board officials who invited him to "make a few remarks":

"Gentlemen, I was from Missouri on the American boy going to sea. Now I have been shown. I thought I was right, but I have seen that I was wrong. I went aboard of the Shipping Board training ship "Iris" at San Francisco, and what I saw there changed me. Nobody tried to tell me. I just saw. What I saw was a wonderful crowd of clean American boys, hundreds of them, all being trained as merchant sailors, and all wonderfully keen for their work. Before the war such a thing would not have been possible. Now it is not only possible, but it will go on. Gentlemen, you are on the right track toward manning the new Merchant Marine. There are many problems before us, but you are on the right track."

After that we wouldn't be surprised to hear that Captain Dollar had spoken approvingly of the Seamen's Act, or that he had ordered all his captains to fire their Chinese crews and hire none but union seamen. To be consistent he should do both. Were it not for the improved living and working conditions on American ships due to the Seamen's Act, very few American boys would go to sea on them, and those that did go would not stay long, Shipping Board or no Shipping Board. It is equally certain that but for the labors and money spent by the Seamen's Unions to compel due observance of the Seamen's Act by shipowners and their agents, its status would quickly be reduced to that of a "scrap of paper." And if that should ever happen to the Act, we have an idea that Captain Dollar, notwithstanding his reported change of heart, would be just about the happiest old gentleman you ever saw.

SALE OF WOODEN SHIPS.

A couple of months ago we discussed in the JOURNAL the Shipping Board's problem of what to do with those "lame ducks," the wooden ships built during the emergency period of the war with Germany. Our suggestion at the time was that the Board should auction them off to the highest bidder while the auctioning was still good.

We don't know if the Shipping Board heard of our suggestion or not, and are not

particularly interested in finding out. But, anyway, on the 18th inst. the news of the day contained a statement that the U. S. Shipping Board had sold fifteen of its wooden steamships to the Nacirema Steamship Company of New York. The price received was $650,000 for each vessel, or an average of $145 per deadweight ton.

So far as we are aware of the Shipping Board has not given out for publication whether the transaction involved a gain or a loss to the Government. Some time ago Chairman Hurley, of the Board, stated that in the sale or operation during peace of the fleet built during the war, a substantial writing off would be necessary to allow for the increased cost of labor and materials while the war was in progress. Also, in its second annual report, the Shipping Board announced that contracts for wooden ships which were let up to August 31, 1918, called for an expenditure of approximately $165 a ton. On this basis the sale to the Nacirema Company indicates a loss of $20 a ton as compared with the cost of production during the war, or a total loss of $1,340,000 on the 67,000 tons sold.

Be that as it may, there is another story to tell with reference to the matter. Five of the ships sold to the Nacirema Company were built on the Pacific Coast. When the sale was reported by the press, a prominent Pacific Coast shipbuilder was quoted as having stated that his firm had delivered to the Shipping Board four vessels at a price of $630,000 each, and of the same type and tonnage as those sold to the Nacirema Company. The inference from this would seem to be that on the sale of the five Pacific Coast built ships, out of the total of the fifteen sold, the Government made a net profit of $100,000.

The operating company is not letting any grass grow under its feet, if that metaphor is allowable in this connection. It has informed the Shipping Board that cargoes for all fifteen vessels have already been booked, and that contracts have been made for future voyages. As a result the purchasers are negotiating with the Shipping Board for the purchase of fifteen more ships of the same type, and for immediate delivery. They have also made known their intention of taking over an additional fifteen at a later date. Which is "going some," you must admit—buying ships in lots of fifteen, we mean.

On top of all this comes the news that the Shipping Board is getting ready to sell another job lot of twenty-five wooden steamships. Bids for these will be opened in the office of the Secretary in Washington, D. C., 10 o'clock Monday morning, May 5, 1919.

This lot is described as suitable for coastwise, trans-Atlantic or trans-Pacific trading. The average tonnage of the vessels is given as 3,500 tons deadweight, making a total of approximately 87,500 tons. Their fuel consumption is about 24 tons per day, when averaging 9 knots per hour at sea.

A significant feature of this sale is that successful bidders may transfer any vessel bought to foreign registry, if desired. This ought to please the Captain Dollars, at home and abroad.

From all of which you may perceive that in peace Uncle Sam is just as hustling an auctioneer of ships as he was a builder of them during the war. And as an emergency shipbuilder you will have to concede that he is some pumpkin, all right, all right.

THE CALIFORNIA LEGISLATURE.

Legislators in Golden State Shelve Practically All Reconstruction Measures and Then Vote for Repression.

The forty-third session of the California Legislature was a bitter disappointment to all who have fondly believed that we are living in a period where new conceptions of human liberty, justice and opportunity will be applied in the relations between man and man.

The program on reconstruction submitted by the labor forces was rejected, practically as a whole

On the other hand, labor was sorely pressed at times by reactionaries of various shades and the full day's work of the entire labor lobby often consisted in preventing the mutilation of existing humanitarian laws.

It would be unjust to charge the majority of the legislators with being reactionary. The real trouble was in lack of virile leadership. Again, apart from the dry issue, it is generally acknowledged that there was no working organization in the responsible majority. Thus the genuine Progressives, from the outset, found themselves at a serious disadvantage in warding off attacks.

There was a regular hysteria to put through anti-Socialist, red flag and I. W. W. laws. Three separate bills upon this subject were passed. One of these (A. B. 131) makes it a felony to display a red flag, etc. Another (A. B. 435) amends the existing criminal conspiracy law, presumably to facilitate the prosecution of organized radicals. Finally, there is the Kehoe bill (S. B. 660) defining criminal syndicalism and sabotage, etc. Aimed especially at the I. W. W's it seems almost certain that the latter measure can be and doubtless will be used against the bona fide labor organizations whenever they resort to the strike and the boycott. A proposed amendment guarding against this impending danger was rejected in the Assembly.

This was California's first Legislature in which women had direct representation. Of the four female members in the Assembly, Miss Broughton and Mrs. Dorris readily distinguished themselves as real humanitarian and "worthwhile" legislators. They easily led, not only in comparison with their own sex but in comparison with any two mere men among the remaining one hundred and sixteen. Mrs. Hughes, too, made a fair record. Mrs. Saylor, alone, did not come up to expectation.

It is exceedingly difficult at this time to submit a just and comprehensive estimate of the male legislators. A much better appraisal of the legislators can be had from the usual tabulated report and record which will be issued in due time from the office of the State Federation of Labor.

As usual, the Southern delegation with few honorable exceptions, such as Ambrose and Easton, was against labor. The Anti-Injunction bill, for example, did not receive a single vote south of Fresno. Both in the Senate and the Assembly the San Francisco delegation, with the single exception of Senator Burnett, stood up well on test votes and deserves honorable mention for willingness to help the cause of labor. In addition to those referred to, Senators Kehoe, Benson, Harris, Dennett, Inman Slater and Sharkey are well worthy of special mention for willing and ready service frequently rendered in behalf of those who toil. In the Assembly the same can be said for Messrs. Hurley, Hilton, Bennett and Gebhart.

In accordance with the established custom the State Federation will compile and publish a comprehensive legislative report as soon as all measures now in the hands of the Governor have been definitely disposed of.

This report will serve the purpose of supplying advance information upon the net results of labor's efforts at the forty-third session of the California Legislature.

What Labor Got From the 43d Session.

1. An improved Workmen's Compensation law. The waiting period of injured persons has been reduced from 10 to 7 days, and several much needed changes in administration have been written into the new act.

2 A law providing for the vocational reeducation and rehabilitation of workers disabled in industry

3. An improved Child Labor law.

4. A law limiting the hours of domestic servants to ten per day and sixty per week.

5. An improved Labor Camp Sanitation law.

6. A better Semi-monthly Pay-day law, correcting the defects in the law previously enacted.

7. A law creating a permanent State public works commission to provide for the extension of public works during periods of extraordinary unemployment, etc.

8. An important extension of the State Land Settlement policy (1) by the appropriation of one million dollars to carry on the work of the Land Settlement Board, and (2) submitting to a vote of the people a proposal to issue bonds to the amount of $10,000,000 for a still further extension of that policy so as to provide em-

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., April 21, 1919
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good.

Headquarters, San Francisco, Cal., Apr. 28, 1919.
Regular weekly meeting came to order at 7 p. m., C. F. May presiding. Secretary reported shipping good with few members ashore.
JOHN H. TENNISON,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., April 21, 1919.
No meeting; shipping slow; members scarce
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., April 21, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 21, 1919.
No meeting. Shipping and prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, April 21, 1919.
Shipping fair.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 21, 1919.
No meeting. Few men around; shipping fair.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, April 21, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, April 21, 1919.
Shipping fair.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 14, 1919.
Shipping poor; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Apr. 24, 1919.
The regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, April 17, 1919.
Shipping good; scarcity of bakers and cooks.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 16, 1919.
No meeting. Shipping fair; few members ashore.
JOE MACK, Agent.
613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

Ingvald Larsen Stein, No. 2120, a native of Norway, age 34. Died at Soap Lake, Wash., December, 1918.

"The Rolph shipyards at Eureka will keep on building ships without regard to the action of the United States Shipping Board in discontinuing the fabrication of wooden vessels," was the assertion made by John D. Stelling of the Rolph Shipbuilding Company. The company will put down a new keel every time a vessel is launched, so that the seven ways at the yards will at all times be occupied, according to Stelling. The keels will be for steamers and barkentines, all large vessels.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Upon the authority of H. E. Wills, senior legislative representative of the four railway brotherhoods, and of John Scott, Secretary of the Railway Employes' Department of the American Federation of Labor, and of William H. Johnston, President of the Internatonal Association of Machinists, I can state definitely that the 2,000,000 employes in the railroad industry in this country stand firmly for the Plumb plan—for Government ownership and democratic control and operation of the railroads.

This is the answer to the desperate attempt made by Harry Wheeler, President of the United States Chamber of Commerce, and of the conference of railroad investors and their officials, at the Willard Hotel here, to induce representatives of organized labor to compromise the issue. They held their most recent meeting a night or two ago. Paul Warburg, the New York banker, according to reports, had drafted a resolution committing the conference to the proposition that the wage question and the rate question could be settled satisfactorily "under private ownership and operation." The railroad bankers and lawyers were trying to trap some labor officials into agreeing to this. Now they know that organized labor cannot be misled; it is standing by the Plumb plan. President Jewell of the Railway Employes' Department, Legislative Agent Doak of the Trainmen, President Ryan of the Carmen, Heberling of the Switchmen, and the other labor representatives who attended the conference have conceded nothing to the bankers and lawyers. They want public ownership and democratic control. They will agree to nothing less.

The railway investors may be pained to learn that Glenn E. Plumb, attorney for the railway workers, is about to open permanent offices in the national capital, in order that he may carry on a campaign of education, financed by the railway brotherhoods, to cover the entire problem of the relation of the railway workers to their job, and why it is that organized labor is through with private ownership and private autocratic control. He is going to show that every wage-worker in America is to-day paying tribute to the handful of stockholders who control the railway companies, and that the industrial conditions of all wage workers are affected by the industrial conditions which these private dictators of railroad management have imposed on the railway workers.

Not for one moment, of course, have Plumb and his associates lost sight of the fact that Postmaster General Burleson has fought the unions in the postal service and the wire service as steadily and by as contemptible methods as has any Wall Street railroad president of the past forty years. But Burleson is the last political accident of his kind; the entire labor movement will attend to that before the national conventions draw up their platforms next year. Other public officials dealing with public utilities may be as cruelly hostile to labor as he, but none will ever again dare to show it.

To-day, because of Burleson's dictatorship in this country, 8000 women and 12,000 men in the telephone industry are on strike in five New England States. Unless President Wilson takes measures as effective as those often employed with a vicious dog—prying open his set jaws—Burleson will probably succeed in bringing on a big sympathetic strike in New England, in industries not related to the wire service. At the same time he may force a nation-wide walkout of the men and women employed in the telephone industry. If it must be assumed that President Wilson is under political bonds to keep Burleson in the Cabinet, then it is at least fortunate that the President is able to occasionally discover and rebuke his more outrageous offenses. If there were no unions among the victims of Burleson, he would probably run amuck without any hindrance at all.

President Gilbert E. Hyatt of the Federation of Postal Employes has recently been in Chicago, trying once more to secure some betterment of sanitary conditions in the post-office building there. For years the postal clerks in Chicago have been compelled to work in crowded, filthy, dark rooms, with results seriously damaging to their health. Union men who have led protests against these conditions have been punished. The rooms have not been improved. The health officials of the city, making a tuberculosis survey, were not permitted to enter the building, since the Post Office Department claimed that the property was under Federal jurisdiction. Postal officials now claim that the Treasury Department is responsible for the filth and darkness and the crowding. Nobody but the union does anything to save the workers' health.

In fine contrast to this situation is the showing made by the State Industrial Accident Commission of California, in a report by Commissioner Will J. French—a veteran member of the Typographical Union—before the recent convention of the State Building Trades Council at Fresno. French showed that in the construction of three big buildings in San Francisco during the past year, due to the fact that safety measures suggested by the Commission were carried out, not a life was lost nor serious injury suffered, after the piling was in. One man was killed while piles were being driven. For guarding the safety of 300 men employed twelve months on the Southern Pacific building—the largest office structure west of Chicago—the cost was $13.10 for each worker, or a trifle over $1 per month per man. In constructing the Santa Fe office building, the safety devices cost less than a dollar per month for each of the 175 men who worked six months at the job. For protecting the lives and limbs of thirty men for thirty-eight days in doing the structural iron work on the great California Theater, only $220 was spent.

Now, that was mighty good economy for the contractors, and it was better than the payment of life insurance for the men who would otherwise have been killed. It is that sort of forethought against industrial accidents that the telephone strikers have been taking, and which the Administration has thus far refused to agree to. It is that sort of forethought that the 2,000,000 railroad workers are going to take, through the strength of their own organized numbers.

Burleson is a huge industrial accident. The organized postal workers and telephone and telegraph workers are trying to shake him off, but the President does not get the idea. The railroad workers, on the other hand, are able to make the big politicians understand that no industrial accident of that sort can be repeated. They are going to have all the safety devices put up on the political building job next year, good and sound, before any votes are cast. They are going to see that no party escapes a guaranty that the Cabinet shall be equipped with pro-labor men who will have authority over the postal service, the wire service, the railroad service, the coal mining industry, or any other industrial enterprise that comes under public control. There is no way of safeguarding the structure of private and autocratic operation of the railroads, but with public operation it can be done and it will be done.

In this connection it is worth noting that the unions of grade school and high school teachers throughout the country are making a fight for the protection of the public school system against the industrial accident of hopelessly reactionary and anti-labor boards of education. President Stillman of the American Federation of Teachers has been in New York City, recently, supporting the fight which the Teachers' Union there is making for its life, against the Tammany mayor, Hylan, who has ordered his board to conduct an inquiry into the entire life history and private views of every member of the union. More than that, the union has been forbidden to meet in any school building.

Mr. Stillman attended a public meeting here to-day, at which Miss Alice Deal, president of the High School Teachers' Union of this city, told the story of the punishment of Miss Alice Wood, a member of that union, by utterly illegal methods, because she exercised the right to disagree with a bank president named Larner, who had been appointed a member of the board, and because her opinions were vetoed by President Hamilton of the Capital Traction Company, who is president of the board. It was made evident that this board is very much opposed to the teachers' unions—as was to be expected of bankers and street railway magnates in these days. Also, that the original complaint against Miss Wood was framed up by one Reeside, the vice-president of Larner's bank, and one Bradley, a director of the same bank. It was brought out also that the sons of these men had tried to organize the boys in their class to spy and inform on Miss Wood and other teachers who were sympathetic with labor organizations here and abroad.

One of the last letters issued by these anti-union dictators of public education in the District of Columbia suggests that the board may be willing to meet, once every six months, a committee representing all the teachers, but it suggests that the committee should represent "one distinct professional organization." That means that the same old answer of the anti-union boss to the union representative is being passed out here to the teachers. As a matter of fact, the union has been holding meetings all winter to deal with educational reconstruction and other problems upon which these street-car bosses and spy-setting bankers are densely ignorant.

At the close of the discussion at to-day's meeting, resolutions were adopted declaring that the teachers are not the servants of the board, but of the people of the district, and that the action of the board "invades the fundamental rights of the teachers, the pupils and the public."

In every city in the country the same anti-labor interests are reported to be entrenching around the school boards to fight the teachers' unions. The fight is made against the spirit of unionism in the first

place, but it is made also in order to terrorize and break the spirit of the pupils who are going out into industry. As one of these anti-labor members of the Washington board said, rebuking Miss Wood: "You have been teaching the children to approach new and dangerous topics with an open mind."

That is a crime marked down in advance against every teacher in grade school, high school or university, who joins the union of educators. Unionism means fundamental democracy. It is contagious. It is not warded off by the calling of ugly names. It sticks, and grows.

Look into the labor attitude of your school board before the game of repression is developed much further.

TIMELY TOPICS DISCUSSED.

I. The Danger of Overdoing Victory.

It is one thing to win a victory, but quite a different matter to handle it wisely when you've got it. The most fateful question of the day seems to be this: Will the Allies be lenient enough with the new Germany to make it worth while for the latter to survive as a republic or will they, to redeem exorbitant election pledges, demand so much territory and indemnity that no German government can deliver it and that a communistic regime will fall heir to the whole Continent east of the Rhine?

That is no idle apprehension. The "statesmen" who for months after the armistice kept up such a blockade that the German masses have been plunged into wild despair, haunted with hunger and the lack of raw materials for work, and who in 1917 and 1918 spurned Russian aid because it was offered by "radicals," are perfectly capable now of killing the (German) goose that lays the golden egg. If President Wilson cannot keep the Clemenceaus and Orlandos from driving Germany and Austria into communism, then the forced solidarity of the outcast peoples outside the League of Nations may convert the latter into another Holy Alliance for the suppression of heresy, and compromise the beneficent purposes it should properly serve. If you doubt it, I suggest a thoughtful reading of that vivid picture of "The Political Scene," by Walter Lippmann, in a supplement to the New Republic of March 22, 1919 (now amplified in book form).

II. The League of Nations.

Among the beneficent purposes which a League of Nations may (and may not) serve, some of the foremost are (a) to remove the usual excuses for "strategic frontiers" and big armies—one reason why the League must be a part of the peace treaty, (b) to prevent the governing classes on the Continent from continuing to stir up race-hatred as a means of scaring their victims at home and reconciling them to domestic oppression, (c) to provide a mechanism for adjusting disputes over colonial raw materials and franchises, which may grow in importance as European and American investments in "backward regions" are resumed, and (d) to provide for representation of peoples as well as governments in an international parliament.

The League as originally proposed is obviously not a democratic institution and it absolves Germany and Russia from the obligations as well as privileges of League members. Insofar as it effectively limits the burden of armaments and requires an airing of grievances and time for the crystallizing of world-opinion before the resort to arms, it is a step in the right direction. But the territorial "adjustments" now proposed for Italian satisfaction and for ultimate control of the Saar Valley will be, if adopted, a provocation to future wars, even if the indemnities do not drive the remnants of Teuton empires into communism.

And if the United States, under any innocent-looking reservation of the Monroe Doctrine as proposed by Elihu Root, shall later claim ungoverned self-assertiveness in the Western Hemisphere without responsibility to the League, that will so outrage the spirit of fair play and common accountability in international affairs as to deal the League its deadliest blow.

That doctrine originally meant simply that European monarchies were not to set up their henchmen in the Western Hemisphere as in fact the French did set up Maximilian in Mexico while we were busy with the Civil War. But its alleged corollary is that we ourselves may set up virtual protectorates (as in Cuba, Haiti, the Dominican Republic, Panama, Honduras and Nicaragua) and in general exercise "righteous overlordship" in this hemisphere while other powers may not do so. The United States already has advantage enough in being the one overwhelming creditor nation. It is to be hoped that we will not cultivate the hatred of Europe or South America by staking off the Western Hemisphere as ours to manipulate in an irresponsible way. The real Monroe Doctrine against tyrants is all right, but its bastard offspring is a snake in the grass, deadly alike to the League and to our own future peace. There are too many Americans who would like, for instance, to embroil this country with Mexico in order to further their own economic interests at the expense of the American taxpayer.

III. Universal Military Training.

General Jan Smuts, in his illuminating "Plan for a League of Nations" (Sec. III of the Nation for Feb. 8, '19) says: "Of the three proposals for disarmament, the abolition of conscription is by far the most important. . . . If the instrument (conscription) is ready for use, the occasion will arrive and the men will arise to use it. Conscription is the tap-root of militarism; unless that is cut, all our labors will eventually be in vain."

But inoculation with the "military mind" is what is wrong with compulsory training, even more than its fruitage in war. For the "military mind" is unimaginative and unintelligent, conceited and caste-ridden, hostile to social betterment, contemptuous of compromise, knowing no instrument but force itching to "maintain order" with the mailed fist, arrogant, insolent—Prussianism incarnate!

It was the military mind which prevented four West Point graduates from attending a dinner with forty ex-civilian officers and noncoms of my section at Washington, the military mind which delights in tormenting conscientious objectors and treating them generally as felons, the military mind which spurned Soviet assistance against the Germans in Russia and is now organizing a modern Klu Klux to hound the independent farmers in Minnesota, the military mind which wasted soldiers' lives in needless attacks on the very morning the armistice went into effect, the military mind which is curing the boys "over there" for all time of any illusions about the beneficence of universal service. When their influence begins to be felt at home, believe me it will be against compulsory training under either local or national auspices. Thank God for that! This country didn't fight Prussianism in order to swallow it whole.

IV. Russia.

I had read the interesting account of "The Testimony of Raymond Robins" in the New Republic of March 29, but heard it at a meeting in Chicago from his own lips. Three hours of facts, facts, facts about recent history in Russia, thrilling "inside" history which only a man with documentary proof would dare reveal. You should have seen the attitude of that originally hostile audience thaw out as they recognized a "man who knows." You should have heard his story of the quick, practical sagacity of our (Red Cross) Colonel Wm. B. Thompson and of the incredible stupidity of Generals Knox and Neville, and his account of the intimate negotiations with Lenine and Trotsky and the cumulative evidence of Soviet power. If you are sick of the newspaper half-truths about Russia and want the truth without their invariable filtering through economic bias, hear Robins at the first opportunity.—Frank F. Anderson.

Privately owned railroads, managed directly by corporation hirelings, with Uncle Sam guaranteeing generous dividends—this is what is called "government control." This is the straw man of Socialism that our reactionaries are industriously engaged in pelting with their pessimistic piffle.—Ex.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

door to the freedom of the people which is guarded by the Constitution of the United States."

In his opening address to the convention President Greer declared that labor will not accept lower wages.

"Labor does not go backward," he said. "We are going to hold what we have and we are going to march forward. Reduce the wages and you reduce the standards of living, shatter the ideals of workers and force them back to the levels out of which they have emerged by long years of struggle."

Metal Trades Advance.

The American Ship Building Company, representing eight ship yards along the Great Lakes, has signed an agreement with the A. F. of L. metal trades department similar to that signed by the Bethlehem Shipbuilding Corporation. For the workers, the agreement is signed by James O'Connell, president, and A. J. Berres, secretary-treasurer of the metal trades department.

A joint labor adjustment committee of five employers and five trade unionists appointed by the department shall be set up to hear or consider all grievances or other questions affecting wages, hours of labor or working conditions which have been first considered by the joint shop committee and then by the two secretaries appointed by each party to the joint labor adjustment committee.

In the agreement the company recognizes the metal trades department "as a suitable agency to act with the company's representatives to arbitrate all questions as to wages, hours of labor and working conditions."

It is stated that the United States Emergency Fleet Corporation, which operates three shipbuilding yards, will sign a similar agreement, as will the Atlantic Coast shipbuilding companies. Workers in Pacific Coast ship yards are now considering this agreement.

HARD TO PLEASE!

It seems impossible to please some people! After the newspapers and "our best people" have conducted a campaign for months to drive all aliens out of the country and the aliens take it seriously and prepare to move "back to Europe where they came from, when they don't like American institutions," the savings banks are raising a howl about it and want them stopped. It seems that in going back to their own country the aliens are taking with them a trifle of about four billions of money that they have accumulated by hard work and harder saving and this is what pains the bankers. Perhaps it would not be a bad idea to make the living and working conditions in this country such that the aliens would not want to leave—and then maybe the people who were born here might have a chance to make a living.—Seattle Union Record.

The Bank of England has thirty-two different methods of detecting forged banknotes.

JURY FIND FOR SEAMAN.

Editor, SEAMEN'S JOURNAL:—

We have had such poor success in winning cases for seamen where the determination of the facts have been left to admiralty judges, and such good success where the facts have been submitted to a jury, that I beg leave to call your attention, and that of your readers, to the following case:

An Arabian, by the name of Ali Mohammed, was a member of the crew of one of the Lamport & Holt steamers; he had signed in a foreign port and had arrived in New York with about $150 in wages owing to him. Five days out of Norfolk, he had injured his right wrist while using a slice bar; he reported the matter to the engineer who let him lay off a couple of days, and then he was compelled to go to work. No doctor was furnished him. Six days later a doctor was finally called. He was told that he should go to a hospital, but it would be all right to stay on the ship if he was not required to work. On the vessel from New Orleans to New York the rest of the firemen did his work. At the New York Broad Street Hospital a doctor treated him and gave him a certificate indicating that his wrist had been dislocated, that he was suffering from inflammation that should have to be treated before he undertook to do any heavy work.

Nevertheless, the captain of the ship and the British Consul, insisted that he go on board ship to go to England and be paid off, and no substitute was provided. Then he came to me for advice, and I told him to take his clothes and leave the ship, and started suit in the City Court for his wages and maintenance and cure.

The case was defended by Messrs. Burlingham, Veeder, Masten & Fearey, Mr. Paul Allen of counsel assisted by two other attorneys tried the case. Officials of the Lamport & Holt Line came to court to testify. The jury concluded that the doctor at Broad Street Hospital had been caused to change his testimony by reason of conversations with the officials of that line. At any rate, they did not believe his testimony; they did believe the seaman, and returned a verdict for plaintiff in about 20 minutes for the full amount claimed—$259 with costs, which brought the sum to well over $300. The amount of time spent in preparation of the case was so great that it was a losing proposition for me, but the satisfaction of winning made it worth while.

S. B. AXTELL.

SIX MONTHS TO PAY.

The Victory Liberty Loan is here. It is the best bargain of all of America's stupendous war security issues. That financiers and economists agree upon. It is also the last of the Liberty Loans.

The loan is for $4,500,000,000, supported by notes carrying 4¾ per cent. interest and liberal tax exemption features. These are convertible into notes bearing 3¾ per cent. interest virtually free of taxation. The first will be more valuable to the poor man. The rich man will buy the second. Both series mature in 1923, but the Government has the privilege of calling them in, in 1922. The early maturity of these notes makes them a prized investment.

In order to get wide distribution of the Victory Loan among the rank and file of Americans—in order to get these notes into the humblest homes of America, the Government will sell them on time. The man who buys a Victory Note will have six months to pay for it. In other words, the Government does not want the banks to take the Loan even if the banks could.

Six months to pay! Think of the years these boys of ours who have come back without legs or arms or eyes, are going to pay. Is there a man among us who calls himself an American who cannot take his share of this Loan under these terms? Can that man face these armless and legless fellows and tell them why he is not taking his share?

If the war has done one thing for this community it has made it American, heart and soul. It is going to stay American.

The test of that Americanism is its record in the Victory Loan.

Men and Women! This is the last Liberty Loan. Let's stand shoulder to shoulder—Americans all—and finish this war job that those who died shall have died not in vain.

THE CALIFORNIA LEGISLATURE.

(Continued from Page 7.)

ployment and rural homes for our returned soldiers and sailors.

9. The adoption of a resolution which, in effect, endorses the Federal Seamen's Act of 1915, and calls upon California's delegation in Congress to uphold beneficent features of that law.

Some Things Labor Did Not Get.

1. The Anti-Injunction bill. This was considered labor's most important measure. It was introduced exactly as approved by the previous Legislature and subsequently vetoed by Governor Stephens. Although four different State Legislatures enacted such a law this year, five California Senators (Evans, Ingram, King, Rigdon and Rush) who voted for this bill two years ago turned against it this year, apparently for no other reason than to save the Governor the embarrassment of again having to veto labor's bill of rights.

2. The graduated tax on land values, designed to break up large land holdings and make the land available to prospective settlers.

3. The Employment Bureau bill, limiting the fees charged by private employment agencies to 10 per cent. of one month's pay.

4. The Sunday Closing bill.

5. The Miners' Eight-Hour bill.

6. The Barbers' Sanitation bill.

7. The bill providing protection for Alaska Cannery Workers.

8. An investigation of the San Francisco District Attorney's office.

It would be tedious and useless to enumerate the long list of attacks upon the great progressive enactments of the last ten years. Nothing was immune and scarcely anything escaped in this respect.

The Initiative and Referendum, the Women's Eight-hour law, the Workmen's Compensation law, the Housing laws, etc., etc., were all subject to the assaults of the sinister standpat forces which infested the halls of our Legislature and shamelessly advocated reaction rather than progress.

Much of labor's success in preventing reaction must be credited to the earnest and painstaking work of my splendid colleagues in the labor lobby. There was perfect co-operation and harmony at all times and it has been a pleasure as well as a privilege to work for the cause with such men as Daniel C. Murphy, John Finlay, B. J. Wilson, M. G. McIntyre and Harry L. Davis.

Fraternally,

PAUL SCHARRENBERG,
Legislative Representative, California State Federation of Labor.

Sacramento, Cal., April 23, 1919.

The Pacific Steamship Company has been assigned two additional steel ships as flour carriers for the Food Administration. The new steamers, both of which were built in Portland yards, are the "West Hargrave" and the "West Cherow." The former was built by the Columbia Shipbuilding Corporation and the latter is a product of the Northwest Steel Company.

THE HIGHER LAW.

Eugene Victor Debs has gone to jail in a cause as old as time and as noble as human nature—the cause of the fundamental rights of man. Against the arbitrary law which jailed him, he stands as the defender of the intrinsic law. The hearts of true and independent men everywhere follow him with thankfulness as he goes to his high office; and not the least in loyalty among them are those who in varying measure have often opposed his special doctrine. A great man always is generous. And when a great man is wronged, the innate generosity of peoples flows out to him in no uncertain measure. Debs in his cell is well aware how broad this feeling is, and what it means. He needs no encouragement. He is freer there than those he has left behind. He is more at peace, for he has fulfilled his task. He has remained true to his convictions, and has done all that one man can do.

One wonders more and more at the failure of mankind to learn the lesson of truth from century to century. It is such an old and simple lesson—the lesson of the intrinsic law. What was Debs jailed for? To stop the spread of his doctrine? That end, obviously, will not be accomplished. The spread of his doctrine can be stopped only by arguments and ideas. On the score of its own objective, the arbitrary law is its own worst enemy. It definitely retards the principle for which it was enacted, and forwards the principle against which it is brought into play. At certain periods in the world's history, the arbitrary and the intrinsic law tend to swing farther and farther apart, until they bear little relation to each other; the result is natural revolution, the flying together of the two laws again. We are now coming to such a period. Those who have the power of the arbitrary law say: This shall be done. They have forgotten that it will not be done unless it conforms also to the intrinsic law. The Supreme Court did not make Debs change his mind, retrace his course, or abandon a single one of his ideas. These ideas, if they lie nearer than the law of the Supreme Court to the intrinsic law of truth, will overturn the Supreme Court itself in their own time; and nothing in heaven or earth will stop the process. Least of all will the exercise of the arbitrary law stop it: instead, it will greatly accelerate it: yet the arbitrary law will be called upon more and more as the natural revolution draws near. The rulers of men seem overcome with their own perversity. They have learned no faith from life, no wisdom from the ages, no humility from place and power.

A man who has led a life of great courage and virtue, who has consistently championed the cause of the weak and the oppressed, who has gained the love of multitudes and the universal respect of his opponents, whose simple integrity and sweet nobility have carried his name to far places and to high regard—this man is jailed for ten years on the score of outspoken opposition to war. To the intrinsic law of truth, this is sheer absurdity; and every honest man so recognizes it. It is possible only under the technicalities of the arbitrary law. Abraham Lincoln, were he alive, would have cut through the arbitrary law. But in these times we are ruled by arbitrary legalists. The human element has been lost sight of; and, most disastrous of all, it has been forgotten that the human element is the only true basis of government and society. That element, however, cannot be denied too long. The only certain thing in a world of mutation is the final reassertion of the human element.

"These are pregnant and promising days," says Debs, as he entered the prison doors. "We are all on the threshold of tremendous changes. The workers of the world are awakening and bestirring themselves as never before. All the forces that are playing upon the modern world are making for the overthrow of despotism in all its forms and for the emancipation of the masses of mankind. I shall be in prison in the days to come, but my revolutionary spirit will be abroad, and I shall not be inactive. Let us all in the supreme hour measure up to our full stature and work together as one for the cause that means emancipation for us all." These are the words of simple greatness. We may believe or not in the underlying doctrine; we cannot fail to honor and to believe in the man.—The Nation.

SAVING RUSSIA.

From "Here and There With the Thirty-First" American Army Paper, Printed in Siberia.

Note:—That discontent with their senseless Siberian expedition is not confined to the company of American infantry which mutinied recently is made clear by the following sarcastic poem, which boldly appears in the Army paper printed by the Thirty-first infantry which is now in Siberia. Copies have just reached this country. Editor.

My mother says, says she to me,
Most patriotic you must be.
Stand ready, boy of mine, to be a hero;
Be ready with your gun in hand
To fight for this, your native land,
Although its provocation sink to zero.
I'll send you, laddie, night or day,
To die for the old U. S. A.
Against its foes from Britain, Spain or Prussia;
But what she never said to me
Is that she'd send me oversea
To die for Russia.

The Russians may be good or not
(They seem a fairly decent lot,
Although their arguments are thin and squeaky),
But maw, she never said: "My boy,
If you would fill my heart with joy,
Go save the Russians from the Bolsheviki."
I'd like to ask maw if she knows
Why I should tramp through endless snows
Now that the stuffin's out of worthless Prussia;
To ask her if with joy she'd yell
Should I return all shot to 'ell,
Through saving Russia.

So when they put me in a crate
And ship me "Trans-Pacific freight,"
Down in the hold where it is dark (oh, very),
Then dump me on a lonely pier,
A pretty flag around my bier,
They'll cart me off with honors military.
Then home at last, upon the hill
I'll lie beside my Uncle Will,
As if I'd died a hero, fightin' Prussia.
And maw—how happy maw will be
To mark the stone placed over me,
"He died for Russia!"

The war lifted the Chinese rug industry, with its centuries of indifferent activity, from a position of obscurity in relation to Western markets to a place of popularity and permanency, principally because the supply of Oriental rugs from Persia and Turkey was cut off from the American market at a time when large accumulations of wealth had increased the demand. During the year 1917 China exported nearly $800,000 (gold) worth of rugs.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, Ill.....4 E. Austin Avenue
MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, Ohio.....821 Summit Street

MARINE COOKS AND STEWARDS' UNION

Headquarters:
Buffalo, N. Y., 35 West Eagle Street
Telephone Seneca 896.
J. M. SECORD, Secretary.

Branches:

CHICAGO, Ill.....406 N. Clark Street
CLEVELAND, Ohio.....1401 W. Ninth Street
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, Ohio.....85 Bridge Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
CONNEAUT HARBOR, Ohio.....992 Day Street
TOLEDO, Ohio.....821 Summit Street
NORTH TONAWANDA, N. Y.....152 Main Street

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

Marine Hospitals:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

Relief Stations:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

Headquarters:
SAN FRANCISCO, Cal.....59 Clay Street
Branches:
VICTORIA, B. C.....1424 Government Street
VANCOUVER, B. C.....P. O. Box 1365
TACOMA, Wash.....2016 North 30th Street
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ABERDEEN, Wash.....P. O. Box 280
PORTLAND, Ore.....88½ 3rd Street
SAN PEDRO, Cal.....P. O. Box 67
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VANCOUVER, B. C.....529 Richards Street

Labor News

The Toledo Painters have established their new wage scale, which raises rates from $5 to $6 a day.

A strike of unorganized employes of the Nashville Bridge Company has resulted in these workers organizing a union of bridge and structural iron workers.

Efforts of the United States Employment Service to secure labor for work on the farms has met with little success, says a statement made public by the Department of Labor.

The War Labor Board decided unanimously for the adoption of a forty-eight hours' week for the silk mills in the metropolitan or New York district. Nearly 110,000 workers in 486 mills are affected by the decision.

The Boston Leather Workers' Union No. 42 announces that the large harness making firms in that city have accepted a new wage schedule, which raises wages from $20 to $24 a week and Saturday half holiday the entire year.

The Ottawa Printing Pressmen and Assistants' Union No. 5 has secured a 10-months' agreement which increases wages $5 a week for cylinder pressmen, $2 to $3.50 for other members and establishes a 45-hour week for night work at one and one-third the day scale.

The War Labor Board in a finding handed down recently recommended that the Western Chemical Company, of Denver, Colo., give women employees equal pay with men for equal work. The Board also recommended that the employes of the company elect a shop committee which would take up with the company complaints of the employes.

The Farmers' National Council, speaking for the organized farmers of this country, are opposed to the plan of Edward N. Hurley, chairman United States Shipping Board, to have the government dispose of its merchant ships to private parties at present market prices. Mr. Hurley suggests that the government charge up its losses in this transaction to "war expenses."

Organized Blacksmiths and Helpers in the United States will not join in any Nation-wide strike in protest against the prohibition law, according to a resolution adopted at the quadrennial session of the International Brotherhood of Blacksmiths and Helpers. The officers are directed to refuse to entertain any propaganda from any source urging such a proposed strike.

The Texas State Legislature has passed a law creating a commission to set minimum wages for women. A woman's division of the State department of labor with three inspectors has been established. Other legislation includes authorization by cities to create a pension fund for aged and injured fire fighters; a plumbers' license law and a law protecting carpenters on tall buildings.

A Connecticut House Committee has made a favorable report on a bill providing that no female shall be employed in any manufacturing, mechanical or mercantile establishment between 10 p. m. and 6 a. m., "provided that in event of war or other serious emergency the Governor may, in his discretion, suspend the limitations upon night work contained in this act as to such industries or occupations as he may find is demanded by such emergency."

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aasgaard, Andrew
Aaris, John
Abrahamson, John
Ackerstrom, P. R.
Aien, Hans
Akesen, A. R.
Albrigtsen, Gabriel
Alexio, Hakan
Alexanderson, C.
Alton, Nestor
Andersen, Andrew
Andersen, Bernhard
Andersen, Gustaf
Andersen, Gustaf Adolf
Andersen, Ferdinand
Andersen, Ludvig Harry
Andersen, John N.
Andersen, Oscar
Andersen, Kasmus
Andersen, Sixtus
Anderson, Olaf
Anderson, Martin
Anderson, Otto E.
Anderson, John Fred
Anderson, Charley
Anderson, Paul Walfred
Anderson, Sam
Anderson, Adolf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Antonsen, Anton G.
Bach, Lars
Ball, W. J.
Bang, Robert
Barrington, Paddy
Bassen, Geo.
Berg, Harry
Berglund, Iver
Bergquist, Axel
Bergquist, Geo.
Bergston, Carl
Bergstrom, Karl
Berensen, Albert
Berentsen, Albert
Bendixon, Hans
Bennett, Robert
Biorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Booton, T. R
Bowman, O. W.
Brumley, S.
Bracker, Hans
Brandt, Otto
Brund, Nils
Bugge, J.
Bulman, Hans
Burrows, S. W. F.
Caben, Adolf
Cagian, Joe
Carney, James
Carrol, J
Carlin, Carl A.
Carlsen, Harald
Carlsen, Louie
Carlsen, Oscar
Carlson, Chas. H.
Carlson, Martin
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Chamberlain, L. C.
Christiansen, Christian D.
Christensen, Hans
Christofferson, Hans
Cunningham, James
Dahlberg, Eric
Dalstrom, Arthur
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Harold
Deneen, Henry A.
Douglas Walter
Drachbeck
Drage, John
Dreyer, Trygve
Duveland, Carl
Dunn, Wilfred
Dutton, Henry
Eaton, Isaac N.
Ekendahl Walter
Ekwall, Gust
Elfsen, Karl K
Elfsen, Hans A
Eriksen, Kristoffer
Erickson, Erik
Ellingsen Erling
Elstad, John
Ellison, John E.
Engberg, Oscar
England, Charles Ragnar
Engstrom, Fred
Erickson John
Ettler, Frank
Evelinfeld, Louis
Fernquist, C. W.
Forsberg, John Moritz
Forstrom, Oskar
Forsberg, S. L.
Flemming, W.
Frammen, Ivar
Frammell, Arthur
Frederiksen, J. Fr.
Fritz, John
Gabrielsen, Peter
Granberg, Theodore
Grimeland, Daniel
Greighton, Paul
Gibson, William
Gullfelt, Anker
Gustafson, Oscar
Hansen, Siguard H.
Hansen, N.
Hansen, Hartvig
Hansen, Johannes
Hansen, Oscar
Hallberg, Oscar
Hallnero, Magnus
Halversen, C. H.
Harrington, Quinn
Hawold
Harris, Francis
Hayes, C.
Heger, Clarence
Helander, Chas.
Helvik, Fred
Hendriksen, Robert D.
Herneo, C.
Hill, Fred A.
Hilliard, C. R.
Holst, Herman
Holmberg, Ernest
Holmstrom, Harry
Hope, Martin
Howard, Geo.
Hvid, H. P.
Hvid, Hans
Huber, Chas. Luther
Jacobsen, Oscar
Jacobsen, John
Jacobsen, Hendrik
Jacobus, Adrianus
Johansen, C.
Johnsen, Angell
Johnsen, Carl R.
Johnsen, A. W.
Johnsen, Halvor
Johnsen, Jacob
Johnsen, Gus
Johnsen, John
Johnsen, Alexander
Johnsen, Carl
Johanson, Erik
Johanson, J.
Johanson, Jacob
Johanson, Charles
Johanson, Adler
Johnson, Gust
Johson, E. C.
Jorgensen, Ed.
Jensen, Henry
Jorgeson Fredrick
Jensen, Hans
Jensen, James
Jensen, Jens
Jimenez, Ernest
Karlsen, Oscar
Karlsen, A.
Karlson, Erick
Karlson, Ingvald
Kaivpen, Olof
Kelly, D.
Keane, John
Keilema, Mees
Kother, H.
Klintoberg, S.
Karlstrand Gus
Kloe, A. E
Kaleva, Johan
Kofoed, Geo.
Kulek John
Knudsen, B.
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Linthorn, Herbert J.
Lafstrand, Gust
Larsen, A. M.
Landstrom G. H. M.
Lillegren, S. D.
Madsen, W.
Madsen, Christian H.
Magnusson, L.
Maher, Thomas
Maher, William F.
Martensen, Kristian
Mongstad, J.
McGregor, J.
McCoy, James
McLeod, Angus
Mortensen, J. R.
McGuire, J.
McPherson, James
McDonaugh, E
Mikkelsen, Kristian
Mikkelsen, Erik
Mikkelsen, Lars
Moline, August
Morrison William
Mark, Karl
Middlemas, Andrew
Maares, J
Messcoll, Mat
Meskill, Mat.
Miller, A.
Mitchell, Alex
Milder, Albert
Miettinen, John
Mortenson, K A
Myrmmes, John
Murray
Nazel, Adolf
Nero, Louis
Nelson, Isaac
Nelson, Axel W.
Nelson, Chas.
Nelson, Axel
Nelson, Laurits
Nielsen, Axel
Nielsen, Christian
Nielsen, A. A.
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Nolan, James
Noohis, P.
Nordquist, Karl Nils
Nurhmen, Edward
Nyman, Sigurd
Oberg, Joe
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olsen, Nic
Olsen, Albert
Olsen Ingvald
Olsen, C. E.
Olsen, Geo.
Olson, Ben
Olson, John H.
Olson, Oscar
Olson, Joseph
Olson, John
Orling, Gust
Onsheate, L. T.
Overturf, J. C.
Paulsen, Carl
Peckstrom, George
Pedersen, Karl
Pedersen, P.
Pedersen, N. B.
Petersen, Charles
Peterson, O.
Peterson, Walter
Peterson, C. H.
Petterson, A. K.
Petterson, Herman
Petterson, Charles
Pearson, Gustav
Pearson, Johan
Pendville, Nicholas
Punis, Anthony
Punis, Anthony
Quandt, A.
Raad, Sigurd
Rasmussen, Peter
Reuheim, Oscar
Reinhold, Gustaf
Renstrom, Peter
Revheim, O.
Resnas, Geo.
Robinson, W. N.
Rontved, I.
Roen, Oscar
Ronning (package)
Roskinen, Waino
Rosen, E. H.
Revheit, Oscar
Richardson, J. W.
Rimer, Robert
Ring, Walfrid
Reed
Reed, Nels
Rummen, Edvin
Rydquist, Carl H.
Rylander, Rudolf
Sandanger, Ole
Sanseter, Paul
Sather, H.
Sandstrom, Carl Albin
Sassa, Hjalmar
Scarbo, Ole H.
Scfron, T.
Schimer, Harm
Schermaker, Anton
Schmidt, Emil
Scon, Arthur
Sorensen, Mauntz
Sohlberg, Olof
Sorger, E.
Sjogren, John
Syversen, Oscar
Samuelsen, Edward
Salomon, John
Strand, Louis
Strand, Charles
Strom, Oscar
Staff, Charles
Staff, Charles
Sears, Guy Loren
Stredner, John
Swanson, Rasmus
Swarson, Will
Swenson, John
Swerdrup, Thowald
Skjoldenborg, Freidjove P.
Sverdrup, T.
Swanson, Wm
Tabiassen, Tobias
Taft, H.
Taft, Hans
Taft, Peter
Tallaksen, Arthur J.
Tangeroos, Lars
Tangerwas, Ole
Tharstensen, Carl B.
Thompson, Peder
Thorsbensen, Carl
Thoreen, Herman
Thoreen, Carl
Thorsson, Victor
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Torrance, John
Toyra, Adolf
Traverson, Louis
Tuomien, John
Turner, John
Waldham, Chester
Walgren, John F.
Wanter, John
Ween, P.
Weinberg, Edward
Williams, O. C. W.
Wilkeson, Dave
Wink, Pete
Witonen, Carl
Winters, Robert
Wilson, C.
Witanen, Carl
Williams, John
Wick, John
Williams, T. C.
Wilson, Alex
Witte, Louie
Wilhelmsen, Martin
Wold, Peder
Wriehoden, W. van
Vanns, Hugo
Unwin, Harry
Undelstvedt, Bernhard
Zolenk, A.

Aberdeen, Wash , Letter List

Albers, Geo.
Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Christensen, Harry
Doll
Eliassen, H. C.
Fischer, Chas. O.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
Hederstrom, T.
High, Edward
Holm, Wm.
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen John F.
Johnson, Ed. C.
Johnson, Gust
Johnson, Hilmar
Khamp, S.
Kennedy, J. R.
Lampe, Fred
Magnusson, E. W.
Malkoff, Peter
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Pedersen, N. B.
Hahlf, J.
Risenius, Sven
Rosenblad, Otto
Sodlund Uno
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.
Wilson, W.

INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

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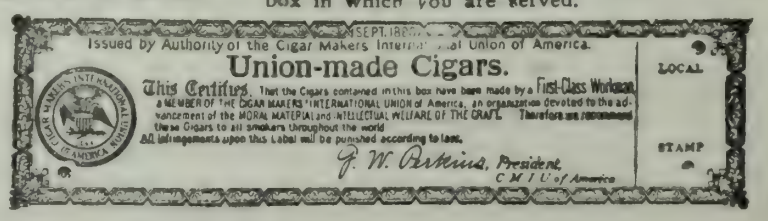

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Domestic and Naval

The conversion of Chinese junks or lorcas into auxiliary motor ships is stated to have given very poor results.

Chairman E. N. Hurley of the Shipping Board has said that the dominant type of Emergency Fleet vessels will be the 12,500-ton cargo carrier.

The giant liner "Imperator," one of the twelve German ships allocated to the United States to return American troops, is expected to be delivered in England May 1.

The Commonwealth Government has decided to prohibit the movement of all shipping from Australian ports in consequence of severity of the influenza epidemic in Australia and New Zealand.

The first entente food ships that reached Germany had to leave in ballast on their return trips because in all Germany there could not be collected enough freight to load them. Neither was it possible to recoal the steamers completely.

The head offices of the Prince Line, Limited, heretofore located at Newcastle-on-the-Tyne, are being removed to London. Since the control of the line was acquired by Furness, Withy & Co., Limited, it was expected that such a change would be made sooner or later.

The Government maintained in a brief filed in the Supreme Court that steamships owned by the Government were immune from suits for damages and other legal processes and that it remained for Congress to enact legislation providing for proper adjustment of claims resulting from operation of Government-owned vessels.

It is officially stated that the loss in British merchant vessels of all sizes due to enemy action during the war amounted to 7,759,155 tons. The total tonnage of enemy merchant vessels of 500 tons gross or over in British hands is as follows: Detained, 216,709; condemned, 150,836; awaiting adjudication, 10,565; giving a total of 378,110 tons.

Approximately 1800 officers and men will be engaged under Rear-Admiral Strauss in the dangerous task of removing the 57,000 mines which American naval forces laid in the North Sea anti-submarine barrage. Eighteen mine sweepers will be used, and attached to the fleet as tenders will be twenty submarine chasers now overseas.

Owing to the success achieved with the "Refanut" (the raft built up from lumber in the shape of a ship), it is now proposed to build several rafts twice as large, the deck cargo being discharged at Copenhagen and the "hull" going through the North Baltic canal to England. It is hoped that all the great reserves of timber in Sweden and Finland can be transported by this means.

A regulation has been prepared by the British Board of Trade and the Admiralty, which will forbid the employment (except with the sanction of either of these departments) of anyone as master of a British ship unless he is a natural born British subject, and the son of parents who were at the time of his birth British subjects by birth or naturalization. This regulation will be issued very shortly under the Defense of the Realm Act.

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HAIGHT STREET BRANCH, Haight and Belvedere Streets

DECEMBER 31st, 1918

Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

Aas, F. H.
Ahlburg, Max
Ahlfors, Arthur
Ahlstrom, Andrew
Akerman, V.
Alder, L.
Alne, G.
Altonen, Karl
Amundsen, A.
Andersen, C. Frank -2114
Andersen, Olaf
Anderson, Gustaf A.
Anderson, John
Anderson, Otto
Anderson, R. P.
Andersson, J. -1552
Andersson, A. -1819
Andersson, -1781
Andersson, C. J. -2185
Andresen, Almar
Anguiano. Rest.
Antonsen, A. M.
Applequist, John
Arentsen, Julian
Aronis, J. D.
Arvidson, Nels
Asberg, Chas.
Ask, A. E.
Augustine, A.
Augustine, Herman
Aunberg, John S.
Auslitz, J.
Axelsen, Geo.

Blindheim, A.
Block, John
Blomgren, Adolf
Bodie, W. L.
Boinhafen, Paul
Borgeson, O.
Boyle, Joseph
Bratt, Fred
Brauh, Alexander
Brevick, John
Browne, Chas. B.
Burns, Chas. L.

Christensen, L. P.
Christensen, Oskar
Christensen, O. H.
Christensen, V.
Christenson, Hans
Christopher, J.
Cochrane, Rob.
Colman, J.
Cowden, Len
Crew, E. G.

Dahl, Louis J.
Damberg, A.
De Rady, Henry
Devenay, Edw.
Dolan, Chas.
Dudley, Will
Duivenboden, W.

Edgarton, Jack
Edmann, O. -557
Edwards, John
Eklund, John
Evensen, Martin
Evensen, Alex
Eversen, Petter

Falck, Axel
Fingberg, A.
Fjellman G.
Flansburg, I.
Flinkenberg, Uno
Flint, C. D.
Freeman, Sven
Frizzel, R. L.

Gallagher, W. J.
Gundersen, Andreas
Gundersen, Ole
Gunderson, E. -1032

Hagerty, W. J.
Hakala, Paavo
Hallen, Victor
Halvorsen, O. -1672
Hansen, H. H.
Hanson, M. -968
Hanson, Ola
Hapamaki, A.
Havnes, R.
Henrikson, V.
Hering, Alfred
Hermanson, F.
Hernes, Chas.
Higgins, P.
Highland, D.
Hobbs, Frank
Hocking, W. P.
Hoffman, E. K.
Holk, Geo.
Holm, Astrip
Holm, Nils W.
Holman, William
Hovde, M.
Hubbard, M.

Ibsen, Marius
Irmy, Feodor
Isaksen, Kristen
Isakson, F.

Jaderholm, H.
Jahnke, R.
Jans, H.
Jarzombek, J.
Jensen, E. A.
Jensen, H. -2425
Jensen, Hans
Jensen, Karl
Jensen, Niels
Jensen, Oscar A.
Jessen, C. A.
Jewett, Chas.
Johannessen, Alf.
Johnson, C. -2783
Johnson, Leonard
Johnson, Louis
Johnson, Michael
Johnsson, Nath.
Johnston, Leslie
Johnstone, J.
Jones, E.
Jorgensen, -2458
Jorgenson, Robert
Jorgensen, A. N.
Jorgenson, Jorgen

Kane, John
Karlgren, Gust
Karlsson, John
Karlsen, Oskar
Karlsson, August
Kennedy, J. R.
King, A. H.
Kirkham, Goe
Klintenberg, S. H.
Krummers, Adam

Larsen, Alf
Larsen, Finwald
Larsen, John
Lind, S. -2135
Lindblad, F. G.
Lindvist, Chas.
Loughrey, C. W.
Lugar, Jack
Lund, Axel
Larsson, Carl S.
Larsson, G. L.
Larsson, Ragnar
Laugesen, C.
Leal, Cirilo
Lewis, Harry S.
Lundberg, A. E.
Lundberg, Th.
Lundquist, R.
Luoto, Waino
Ludtke, E. -1645
Lyngaard, J.

Madsen, Ludvig
Madsen, W.
Magnusson, Karl
Mahler, Hans
Martin, John B.
Mathis, H. H.
Morgan, E. V.
Monsen, Chas.
Moore, J. M.
Moore, M. H.
Morisse, H.
Morris, O. R.
Morrison, Phillip
Munroe, A. J.
Miller, James
Miller, W. J.
Moldvèr, S.

Nannestad, A.
Nilsen, Carl
Nilsen, Ferdinand
Nord, K.
Nordbye, J.
Nordenberg, A.
Nordstrom, E.
Nicolaisen, O.
Nielsen, K. - 1314
Norling, Sven
Nielsen, Kristian
Nielsen, H. P. R.
Nilsen, C. C.
Nunes, C.

O'Connor, R.
Olafsen, O. B.
Olausen, K.
Olausen, Louis
Olsen, Andrew
Olsen, Charley
Olsen, Harry
Olsen, N. -1372
Olsen, Peter
Olsen, William
Olson, Edw.
Olson, Axel
Oosten, B.
Ortman, Carl
Overwick, Th.

Paulsen, Aksel
Pederson, Torvald
Pilkinton, Homer
Pope, B.
Petersen, V. -1949
Peterson, Gus
Prestegaard, W.
Punis, A.
Pettersen, Higbert
Pettersson, Knut

Rasmussen, K. V.
Rasmussen, Jack
Rautio, Jack
Robinson, W. N.
Rohman, Geo.
Ross, Rudolph

Sahlin, Nils
Schout, L. L.
Sederholm, J. R.
Skoberg, A.
Smith, Erik
Smith, W. A.
Snow, W.
Solberg, B.
Saunders, D. A.
Savage, R.
Schmidt, Holger
Sorensen, N. -2447
Stout, Rob.
Strom, K.
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Swanson, J. -2907
Syversen, Ansgar

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Thompson, M. C.
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Torrance, Jon
Tovey, Albt.
Tysk, J. H.

Unwin, H.
Ullman, Emil

Vejvoda, Franz

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Waddell, Eugene
Wagner, R. H.
Warden, Alex
Watson, E.
Wiseman, Carl
Wenngren, K.
Whitney, H.
Woodroff, Lyman
Wright, A. J.

Yatreck, Peter
Young, W. Hunter
Yungstrom, William

Zeaberg, Jack

INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father, Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal. 4-30-19

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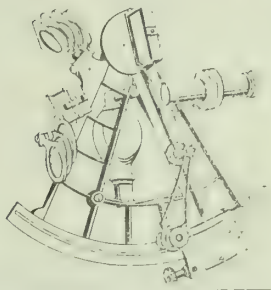
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News from Abroad

The vote of New Zealand soldiers has wiped out the majority for prohibition which was rolled up in that commonwealth on April 11.

Sebastopol has been evacuated by the Crimean Government, which is proceeding to Constantinople. The Government of Sebastopol is now in the hands of the revolutionary committee.

A British aviator of the air force has made a record flight from London to Paris in one hour and fifteen minutes, or an average speed of 172 miles an hour, according to a report of the air ministry.

Four Bolshevik agents arrested in Bucharest have been sentenced to long terms of imprisonment by a court martial. Trials of other Bolshevik agents and of persons accused of circulating enemy propaganda continue.

The Australian Government has completed a plan for aerial defense, and proposes to establish aviation schools with squadrons of airplanes, seaplanes and airships. The personnel will number 1400 men. The initial expediture will be $2,500,000 and the annual expenditure thereafter $2,500,000.

Thirteen American soldiers killed in the wreck of an express train at Crisse were buried at Le Mans. The bodies were carried in thirteen Red Cross motor ambulances, covered with flowers and flags, from the American hospital to the cemetery, followed by American commanders and their staffs.

The decision reached by the League of Nations Commission in Paris to make Geneva the seat of the League, has caused the liveliest satisfaction in official circles there. If the decision of the commission is ratified, the headquarters of the league will be established in the immediate outskirts of the city.

Pope Benedict has sent an autograph letter to Cardinal Gibbons, addressed to the entire American Catholic clergy, in which the Pontiff announces that he is presenting to the shrine at the Catholic University in Washington, D. C., a reproduction of Murillo's "Conception" made in the mosaic factory in the Vatican.

Four hundred mining properties in the State of Chihuahua, Mexico, which were confiscated during the revolutions, will be returned to the owners at once. Exceptions were made in the cases of General Luis Terrazas, General Huerta's estate and that of General Pascual Orozco. These properties will not be returned.

Edward L. Dufourcq, an American, assistant general manager of the Teziutlan Copper Company, has been killed and Orme Gaisman, a Swiss subject and business manager of the company, seriously wounded by Zapatistas, who waylaid them, according to an announcement by the National Association for the Protection of American Rights in Mexico.

The first Bolshevik newspaper in France appeared under the name, "Le Titre Censure" ("The Title Censored"), as the title originally proposed, "Le Bolshevik," had been prohibited. The newspaper is a weekly and is edited by Georges Anquetil, who, in an editorial, proclaims himself a Bolshevik doctrinaire. The editor says he will undertake a defense of Bolshevism. He denounces the present condition of human society.

With the Wits

Contributor (as the editor smiles)—How does that joke look to you?

Editor—It never looked better in its life.—Buffalo Express.

"Does your husband play cards for money?" "Yes, but I've given up hopes that he's ever going to get rich that way."—Detroit Free Press.

Physiology Teacher—Robert, you may explain how we hear things.

Bobby—Pa tells 'em to ma as a secret and ma gives 'em away at the bridge club.—Houston Post.

Bobby—Are you the trained nurse mother said was coming?

Nurse—Yes, dear. I'm the trained nurse.

Bobby—Let's see you do some of your tricks.—Fort Ontario Post.

"Owin' to de way smarter men dan I is has got mixed up in arguments," said Uncle Eben, "whenever anybody 'splains de League o' Nations to me, I jes says 'Yesir,' an' goes on 'bout my business."—Washington Star.

"Aren't you the man who used to sign yourself 'Taxpayer'?" "Yes," replied the citizen with a bunch of notebooks. "Now they are not satisfied with my mere signature to that effect. The revenue collector requires an affidavit to it."—Milwaukee News.

"Why don't you get out and hustle? Hard work never killed anybody," remarked the philosophical gentleman to whom Rastus applied for a little charity. "You're mistaken dar, boss," replied Rastus; "I'se lost fouah wives dat way."—Los Angeles Times.

Frayed Phil—Dis paper says dey's quite a lot of people dat thinks it's unlucky ter begin any work on Friday.

Weary Walker—Well, dat's encouragin'. Mebbe after er while people will be dat sensible about every day er the week.—Cleveland Press.

"I understand you come from a great game country?" said the lady on the committee to welcome the grizzly warriors of the Western plains. "Indeed, yes, ma'am," was the cowboy's reply. "What is the biggest game you have in Wyoming?" "Poker, ma'am."—Yonkers Statesman.

"Sorry I gave you the wrong number," said the polite telephone operator. "Don't mention it," answered the man who had made up his mind not to lose his temper. "I'm sure the number you gave me was much better than the one I asked for. Only it just happened I wasn't able to use it."—Washington Star.

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Official Paper of the International Seamen's Union of America.

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VOL. XXXII, No. 35. SAN FRANCISCO, WEDNESDAY, MAY 7, 1919. Whole No. 2537.

THE SEAFARERS' CONFERENCE

Official Reports Submitted by the American Delegates

The Journal herewith presents the first of a series of reports, etc., on the recent International Seafarers' Conference held at London and Paris during February and March.

Seamen everywhere are earnestly requested to read and digest these reports and the summarized stenographic notes of addresses delivered at the Seafarers' Conference, which are to follow in subsequent issues.

Only through a liberal dissemination of all that transpired at the London conference can the world's seafarers realize and appreciate the importance of the struggle "within" the newly organized International Seafarers' Federation.

76 Victoria Street,
London, S. W. 1,
7th March, 1919.

Mr. Thomas A. Hanson, Secretary-Treasurer,
332 W. Randolph St.,
Chicago, Ill., U. S. A.

Dear Comrade:

The last definite information from me was dated January 8th. It was two days before the meeting of the Executive Board of the British Seamen's Union, which lasted for two days and which I attended.

At this Executive it became perfectly plain that the British Seamen's Union was not going to endorse the Seamen's Act in the sense of having it made a standard for Great Britain. The Executive Meeting took exactly the position that Havelock Wilson had taken, namely: "We want to do everything we can to support and protect the Seamen's Act in the United States, but do not think it good for the British seamen."

Immediately upon the adjournment of that meeting, I went to Paris. While there, I saw the representatives of the French seamen. They stated that they wanted the principles of the Seamen's Act made applicable to France. I further saw the secretary of Colonel House, the secretary of Mr. Lansing, General Bliss, one of the commissioners; Mr. Hurley and Mr. Robinson. Colonel House was sick and could not be seen; Mr. Lansing was too busy to be seen, but through their secretaries I succeeded in filing with the Commissioners a protest against any effort to chloroform the Seamen's Act through the medium of an International Treaty. General Bliss, with whom I conversed, said that the American Commission would be emphatically against any such proposition, and he did not believe that the Peace Conference would do anything in that direction over the protest of the American Delegation. Mr. Hurley was very pleased with the prospect of an International Conference of Seamen, and hoped that the American Seamen's Act might at least be made the model and that a resolution for an International wage based upon the American wage might be passed. Mr. Robinson is an attorney, serving as nautical adviser of the American Delegation. He is for the Seamen's Act because he understands it.

I was in Paris for seven days and went back to London in the hope of being able to visit Denmark, Sweden and Norway. I was detained in London for ten days before obtaining passports to Norway. This made the time extremely short and it became necessary to abandon at once the visit to Denmark. After arriving in Norway, and seeing the Seamen's representatives in Bergen and Christiania, and paying a visit to the office of Mr. Abrahamson, the Social Minister,—Secretary of Labor,—in the Norwegian Government, I was prepared to proceed to Stockholm and Gotheborg when it transpired that a strike was called on the Swedish railways which made any effort to get to Sweden futile. I then visited two sea-coast towns on the East Coast of Norway and came back to Christiania.

Through the intervention of the former Commissioner of Navigation of Norway, whom I had met in London in 1913, I was able to see and have a rather full interview with the Premier, Gunnar Knudsen, and Minister of Merchant Marine and Fisheries, Mr. Friis Petersen. To the Premier and the Minister of Marine and Fisheries I gave a fairly full description of the Seamen's Act. Mr Petersen did not commit himself definitely, but the Premier said: "I shall not have the slightest objection to the incorporation of the principles of the American Seamen's Act into the laws of Norway." He further suggested that I should see the organization of the shipowners, shipmasters and engineers (he is a big shipowner himself), and also some members of the Norwegian Storthing —Parliament.

I found it necessary to have translated into Norwegian, first, a short description of the Seamen's Act showing wherein it differed from the old law, and the Appeal to all the World, with which you are acquainted. Enclosed please find one copy of this Norwegian translation; also an English copy which was prepared in England, and which was published in a London newspaper called "The Herald," the national labor weekly, and I believe—but I am not certain—in the "Manchester Guardian."

The editor and proprietor of "The Herald," Mr. Lansbury, caused the Appeal to be translated into French, and I believe that it was published in two of the large French newspapers after I had left Paris.

In Norway it was published in a weekly newspaper called the "Nationalposten." I ordered one thousand copies of this paper, and had it sent, accompanied by a special note, to all daily, weekly and monthly publications in Norway, to all public reading rooms in Norway, to the members of the Norwegian Government, and to the members of the Norwegian, Swedish and Danish Parliaments.

Going back to England I was in company with one Dane, two Swedes and three Norwegians, who were bound for the International Conference. Two Swedes, two Danes and one Norwegian had either gone before, or gone a different way. On the way, I explained to them as far as I could the Seamen's Act, and they stated that they would vote to make it a standard and to recommend that its principles be extended to all other nations.

We arrived in London on the 23rd of February, in the evening. The Conference met on Monday. Delegates were present from Denmark, Norway, Sweden, England and France. Later on additional delegates arrived from France and one from Italy, and on Tuesday night the two delegates from America reached London late in the evening, and had to walk the streets of London during the night, unable to get a roof for their heads.

This is not a report from the Conference. It sat for seven days and adjourned, to meet again in France on the 11th.

Incidentally we may state that a resolution was adopted unanimously acknowledging the great value of the Seamen's Act to American seamen and all other seamen visiting the United States, and protesting against any Treaty or other agreement which might in any way interfere with the freedom of the seamen in the United States or with any other nation which might choose to adopt the principles of the Act.

The French representatives could not see their way to vote in favor of the principles of the Seamen's Act but it appeared later that it was because they did not understand—because they introduced a resolution exactly on the lines of the Seamen's Act which we seconded, and which was adopted unanimously. Another resolution was adopted, endorsing the language clause of the Seamen's Act, and another resolution making the present American wages the standard, and pledging all other nations' seamen to fight for these wages as the International standard for all seamen. Then they adopted another resolution which means—if we understand its meaning—that the Conference asked the Peace Conference to provide a Commission made up of one national representative from each nation, one representative from each nation representing its shipowners and one representative from each nation representing its seamen, and then asked that this Commission be given power to make laws governing seamen. This proposition, of course, was fought by us to the very utmost. We were overridden, and at once made up our minds that it was our duty to go to Paris and lay the full facts before the American Delegation. When later it was proposed that the Conference should adjourn to meet again at Paris, we, of course, had no objections, inasmuch as we were going to Paris anyway.

There were several other resolutions adopted, some good, some bad, some indifferent. Taken as a whole, the Conference up to the present has proved a failure to really understand.

We have bought a typewritten copy of the transcribed stenographic notes at the price of £25-17-0, which we intend to file with Mr. Robinson, the nautical expert of the American

Commission, so that they will be in a position to judge how far the other delegates really understood this question and as to whether they really desired the surrender by each nation of their jurisdiction over their seamen and seamen coming to their ports. A copy of this official stenographic report will be brought to the United States by the first of us who shall leave for home, of course along with such reports as may be made from the sitting at Paris, and we think it would be well to publish the whole stenographic report in the Journal when it arrives. No copies have been sent of this report except to you and the Secretary of Labor's office, so we expect you, if you think well, to send this out to the other addresses in order that they may get this preliminary information.

You are, therefore, not to consider this as a report, but as a kind of preliminary information forwarded in order that you may have an idea of what is going on and in order that you may understand why we find it necessary to go to Paris.

There was another resolution introduced by the French which will be further considered at Paris. The resolution is to the effect that the French nation, or its shipowners, shall have preference in buying new tonnage, a resolution which we, of course, opposed as being entirely foreign to the purposes of the Conference.

Judging by what can be gathered from public men, and from the press, it appears that if the seamen were to ask for big things, to exhibit a knowledge of why they ask, and insist upon it, they could get those things from most countries now or in the near future. If they ask for small things, it will please the givers better, and they will get that. The real unfortunate thing is that it appears that the officials of the seamen, at least, have neither the vision to see nor the courage to ask.

Respectfully submitted,

(Signed) ANDREW FURUSETH,
PATRICK FLYNN.

(Copy)

Washington, D. C.,
March 26, 1919.

Thos. A. Hanson, Secretary-Treasurer, Chicago.

Following cable received: Seamen's Act safe after terrible fight. Leaving for England tomorrow. Signed Furuseth. From Baily of Ship'g. Board.

Paris, France,
March 16, 1919.

Mr. Thos. A. Hanson,
Secretary-Treasurer,
332 W. Randolph St.,
Chicago, Ill., U. S. A.,

Dear Comrade:

Continuing our preliminary report dated London, March 7th, we have first to state that we deemed it proper and necessary that Comrade Cartledge should come along with us to Paris, because he represented more especially the Cooks and Stewards' department. Having no authorization from his Union, we decided that the cost and expenses of the trip from London to Paris and return should properly be borne by the International. You will, therefore, find his bill for the trip included in our financial statement.

Immediately upon our arrival at Paris, we endeavored to obtain and did obtain a copy of the Covenant of the League of Nations and a copy of the proposed Constitution of the Commission on International Labor Legislation.

In the Covenant we found, as being of special importance to us, the following sections:

Article XX:—

"The high contracting parties will endeavor to secure and maintain fair and humane conditions of labor for men, women and children both in their own countries and in all countries to which their commercial and industrial relations extend; and to that end agree to establish as part of the organization of the League a permanent Bureau of Labor."

Article XII:—

"The high contracting parties agree that should disputes arise between them which cannot be adjusted by the ordinary processes of diplomacy, they will in no case resort to war without previously submitting the questions and matters involved either to arbitration or to inquiry by the Executive Council and until three months after the award by the arbitrators or a recommendation by the Executive Council; and that they will not even then resort to war as against a member of the League which implies with the award of the arbitrators or the recommendations of the Executive Council.

"In any case under this Article, the award of the arbitrators shall be made within a reasonable time, and the recommendation of the Executive Council shall be made within six months after the submission of the dispute."

Article XVI:—

"Should any of the high contracting parties break or disregard its covenants under Article XII, it shall thereby ipso facto be deemed to have committed an act of war against all the other members of the League, which hereby undertake immediately to subject it to the severance of all trade or financial relations, the prohibition of all intercourse between their nationals and the nationals of the covenant-breaking state, and the prevention of all financial, commercial, or personal intercourse between the nationals of the covenant-breaking state and the nationals of any other state, whether a member of the League or not.

"It shall be the duty of the Executive Council in such case to recommend what effective military or naval force the members of the League shall severally contribute to the armed forces to be used to protect the covenants of the League.

"The high contracting parties agree, further, that they will mutually support one another in the financial and economic measures which are taken under this Article, in order to minimize the loss and inconvenience resulting from the above measures, and that they will mutually support one another in resisting any special measures aimed at one of their number by the covenant-breaking state, and that they will afford passage through their territory to the forces of any of the high contracting parties who are co-operating to protect the covenants of the League."

Article XVIII:—

"In the event of disputes between one state member of the League and another state which is not a member of the League, or between states not members of the League, the high contracting parties agree that the state or states not members of the League shall be invited to accept the obligations of membership in the League for the purposes of such dispute, upon such conditions as the Executive Council may deem just, and upon acceptance of any such invitation, the above provisions shall be applied with such modifications as may be deemed necessary by the League.

"Upon such invitation being given the Executive Council shall immediately institute an inquiry into the circumstances and merits of the dispute and recommend such action as may seem best and most effectual in the circumstances.

"In the event of a power so invited refusing to accept the obligations of membership in the League for the purposes of such dispute, and taking any action against a state member of the League which in the case of a state member of the League would constitute a breach of Article XII, the provisions of Article XVI shall be applicable as against the state taking such action.

"If both parties to the dispute when so invited refuse to accept the obligations of membership in the League for the purposes of such dispute, the Executive Council may take such action and make such recommendations as will prevent hostilities and will result in the settlement of the dispute."

You will see that Section 20 gives the authority, and the other sections are the means of enforcing obedience to any action that may be taken dealing with the working people. The League of Nations is necessarily the judge of what is "fair and humane conditions."

The proposed Constitution of the International Conference on Labor legislation had not been finally adopted—there was, in fact, a struggle on about its final contents, the representatives from the United States being the principal objectors.

The preamble of this proposed Constitution reads as follows:

Preamble:

"Whereas the League of Nations has for its object the establishment of universal peace, and such a peace can be established only if it is based upon social justice; and

"Whereas, Conditions of labor exist which involve such injustice, hardship, and privation to large numbers of people as to produce unrest so great as to be a menace to the peace and harmony of the world; and an improvement of these conditions is urgently required; as, for example, by the regulation of the hours of work, including the establishment of a maximum working day and week, the prevention of unemployment, the provision of an adequate living wage, the protection of the worker against sickness, disease, and injury arising out of his employment, the protection of child and female labor, provision for old age and injury, protection of the interests of workers when employed in countries other than their own, recognition of the principle of freedom of association, and other measures.

"Whereas, also, the failure of any nation to adopt humane conditions of labor is an obstacle in the way of other nations which desire to improve the conditions in their own countries:

"The high contracting parties, moved by sentiments of justice and humanity as well as by the desire to secure the permanent peace of the world, agree to the following convention:—"

From Chapter II procedure we deem it important to insert the following:

Article XIX.

"When the Conference has decided on the adoption of proposals with regard to an item in the agenda, these proposals shall be embodied in a draft international convention. This draft convention shall then forthwith be laid for final consideration and decision before the Conference.

"If on the final vote the convention receives the support of two-thirds of the votes cast by the delegates present, it shall be held to be adopted by the Conference, and a copy of the convention authenticated by the signatures of the President of the Conference and of the Director shall be deposited with the Secretary-General of the League of Nations.

"Each of the high contracting parties undertakes that it will within the period of one year at most from the end of the meeting of the Conference communicate its formal ratification to the Director, and will forthwith take all steps necessary to put the Convention into operation, unless such convention fails to obtain the consent of the competent authorities.

"In the case of a Federal State, if the power of legislation on any matters dealt with in a convention rests with the legislatures of the constituent states, the high contracting party shall communicate the convention to the constituent states, and each such state may adhere separately to the convention. Notification of the adhesion of any such state through the Federal Government to the Director shall be deemed to be the ratification of the convention in respect of that state."

Article XX.

"Any convention so ratified shall be registered by the Director with the Secretary-General of the League of Nations and shall, subject to any conditions which may be contained in the convention itself, be binding upon all states which have ratified it or which shall subsequently ratify it."

Article XXI.

"If any convention laid before the Conference for final consideration fails to secure the support of two-thirds of the votes cast by the delegates present, it shall nevertheless be within the right of any of the high contracting parties to agree to such convention among themselves.

"Any convention so agreed to shall be communicated by the governments of the states concerned to the Director, who shall register it with the Secretary-General of the League of Nations."

Article XXII.

"Each of the high contracting parties agrees to make an annual report to the International Labor Office on the measures which it has taken to give effect to the provisions of conventions to which it is a party. These reports shall be made in such form and shall contain such particulars as the governing body may request. The Director shall lay a summary of these reports before the next meeting of the Conference."

Article XXIII.

"In the event of any representation being made to the International Labor Office by an industrial association of employers or of workpeople that any of the high contracting parties has failed to secure in any respect the effective observance within its jurisdiction of any convention to which it is a party, the governing body may communicate this representation to the state against which it is made and may invite that state to make such statement on the subject as it may think fit."

Article XXIV.

"If no statement is received within a reasonable time from the state against which the representation is made, or if the statement when received is not deemed to be satisfactory by the governing body, the latter shall have the right to publish the representation and the statement, if any, made in reply to it."

Article XXV.

"Any of the high contracting parties shall have the right to file a complaint with the International Labor Office if it is not satisfied that any other of the high contracting parties is securing the effective observance of any convention which both have ratified in accordance with the foregoing articles.

"The governing body may, if it thinks fit, before referring such a complaint to a commission of enquiry, as hereinafter provided for, communicate with the state against which the complaint is made in the manner described in Article 23.

"If the governing body do not think it necessary to communicate the complaint to the state against which it is made, or if, when they have made such communication, no statement in reply has been received within a reasonable time which the complaining state considers to be satisfactory, the governing body shall apply for the appointment of a commission of enquiry to consider the complaint and to report thereon.

"The governing body may adopt the same procedure either of its own motion or on receipt of a complaint from a delegate to the conference.

"When any matter arising out of Articles 24 or 25 is being considered by the governing body, the state against which the representation or complaint is made shall, if not already represented thereon, be entitled to send a representative to take part in the proceedings of the governing body while the matter is under consideration. Adequate notice of the date on which the matter will be considered shall be given to the state

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Six-Hour Day Urged; Miners Often Idle.

In defense of the six-hour-day demand of organized coal miners, the United Mine Workers' Journal quotes statistics by the United States Bureau of Mines to show that during the past ten years the average days worked in the mines of this country ranged between 195 days in 1908 to 251 days in 1917. No figures are given for last year, when all mining records were broken, although 70,000 members of the United Mine Workers were with the military forces.

"We see from these official figures," says the United Mine Workers' Journal, "that even in the years when the demand for coal was at its highest point the miners worked only an average of from 209 days (in 1915) to 251 days (in 1917) out of the 312 working days of the year. And yet they met every demand and every requirement. They could have produced a billion tons of coal in a year if it had been needed, instead of approximately 660,000,000 tons, which was the highest mark.

"If the miners produced this amount of coal in 251 eight-hour days, they could have met the same demand in 312 six-hour days. And if they were paid the same price per ton for producing the coal, what difference would it make in the cost whether they produced the coal in eight hours or six hours? None whatever.

"If the miners can produce in six hours all the coal that is needed, why should they be required to work eight to get out the same amount of coal?"

Postal Chief Scored by Boston Newspaper.

Responsibility for the strike of telephone girls and electrical workers that tied up business in that section of the country is laid at the door of Postmaster General Burleson by the Boston Evening Record.

In an editorial entitled "The Casual Mr. Burleson," that paper says:

"What Mr. Burleson appears incapable of understanding is that there is a deep-seated and ineradicable hostility towards his method of exerting Government control over the telephone system. What he fails to comprehend is that in its present status this strike is not simply a strike for higher wages, but is a protest against his inefficient and exasperating method of treating such questions.

"The attitude of the telephone operators is that they have been handed promises and have encountered vexations and delays for three months, and that they are not interested in any promises of a continuance of precisely those conditions against which they have made their stand. Presumably if Mr. Burleson should tell the operators that their schedules for higher wages would be immediately accepted, they would return to the switchboards. Mr. Burleson offers nothing of the kind. The striking operators are quite logical in assuming, then, that his promise of further consideration implies no such granting of their demands, but, on the contrary, may lead to a modification or complete denial of them.

"Mr. Burleson throughout the situation—which began to develop three months ago—has shown an amazing lack of understanding and an exasperating inability to grasp the fact that by dawdling and shifting, the convenience and safety of Boston, and other cities, was being imperilled. His course thoughout has been futile and it has produced disaster. His latest action is consistently blundering."

Fight Contagious Ills.

A nationwide campaign to prevent all communicable disease from following in the wake of the war is being inaugurated by the United States Public Health Service.

Appeals are being made to every community in the land through the mayors, health officers, chambers of commerce, community councils, Red Cross chapters and citizens generally who are interested in health and welfare to stir them to action.

A program of work outlined by Surgeon-Geieral Blue shows the organization required and the diseases most commonly known.

The water supply must be made safe by regular bacteriological tests to prevent typhoid fever, diarrhoea, dysentery and other water-borne diseases. Next in importance is the elimination of flies and the screening of food.

"An effort to ascertain whether or not the milk supply is safe is of the utmost importance," Dr. Blue said.

"Are the schools provided with medical supervision to control the spread of communicable diseases among the children and to limit the number of sources of contagious diseases which often spread rapidly when carried to susceptible persons?"

Good Will Necessary.

The average workman resents any tendency on the part of his superiors to look upon him as an automaton, says the California Safety News, issued by the California State Accident Commission.

"He does, however, respond readily to any attitude which appears to give him a square deal and he will in nearly all cases respond in a co-operative way to any proposition which is put to him on a practical common-sense basis.

"The workman should always be encouraged to make safety suggestions. Companies have thought it advisable to offer prizes for good suggestions, but it has been found rather that a letter from the management, expressing appreciation of the value of the suggestion, is almost certain to obtain a higher degree of co-operation from the recpient. In fact, some workmen positively refuse to respond to what they term 'bribing with prizes.'

"The most lasting interest is probably that which is awakened when the workman is brought to a realization of his responsibility, first to his dependents and second to his fellow workers. There have so far been developed no hard and fast rules which can be followed in all cases

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

For every 100 workers in the factories of Sweden there are twenty-three women.

Trade union membership in Switzerland has increased over 15 per cent. in the last two years.

The S. Bleichroeder Banking Company, which owns nearly all the shares of the great Oppeln mine, at Oppeln, Silesia, has arranged to turn over its stock to members of the miners' union at par. This mine, if the arrangement is carried out, will become the first in Germany to be owned by the employes.

The total number of strikes in the kingdom of Sweden for 1918 was 458. These strikes involved 399 employers and 45,019 workers. There were eight lockouts, involving 666 employees. The total number of working days lost was 1,108,819. These figures are far in excess of those for the year 1917.—(Svenska Soclialisten, Chicago, April 17.)

The newly-formed Dunedin Storemen's Union has filed an industrial dispute with the proprietaries of the various wool stores, and the case will come before the Conciliation Commissioners in due course. The union is asking for a 44-hour week and for £3/17/6 a week to permanent hands and 1/10 an hour for casuals.

The London Times in recent issues gives prominence to the serious conditions of unemployment existing in the cotton districts of Great Britain A primary cause is said to be the stoppage of machinery for lack of orders, a condition which, it is claimed, could be remedied partially by the raising of the blockade for the export of cotton goods to neutral countries. In Lancashire and Cheshire the out-of-work government donation is being paid to about 70,000 cotton operatives. Some unemployment figures are given; Acrington, 8700; Blackburn, 26,000; Burnley, 25,000; Bury, 7260; Oldham, 11,400; Preston, 12,300. The operatives emplowed are seeking a reduction in hours from 55½ to 44 per week without a decrease in wages, but the employers maintain that, in view of the increased competition from America, India and Japan, a reduction in wages must accompany reduced working hours.

The war has hastened the movement toward the amalgamation of British unions, already of considerable strength before war was declared The newest of the important amalgamations is a scheme for joining together the trade unions connected with the engineering and shipbuilding industries, and the Amalgamated Society of Engineers has just held a special meeting to discuss the proposal. If the scheme fructifies it will mean an amalgamation of 600,000 workmen. At the same time there is a proposal that the famous Triple Alliance of Labor shall be converted into a quadruple alliance by the entry of the postal workers. The strongest numerically of the postal unions is the Letter Carriers' Association, and the desire is to amalgamate this union with the Post and Telegraph Clerks' Association, in which organization practically every worker in the postal service would then be included. Officials of the Postal Union would then feel justified in approaching the Triple Alliance with their suggestion for co-operation.

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LOCAL
STAMP

San Pedro Letter List

Aalto, Harry	Hecker, William
Amundsen, Pete	Jones, E. L.
Anderson, Gunnar	Jensen, Jens
Anderson, Sven	Johansen, Fritz
Anderson, Axel	Johansen, N. A. -1604
Anderson, Frank	Johanson, John A.
Altman, E	Johansen, Carl
Anderson, Gust	Johnsen, John E.
Aho, Jack	Johnson, Eduard C.
Behne, W. A.	Jonassen, Johannes
Baggs, H. L.	Larsen, Johan. -1541
Bergh, Borge	Larsen, Martin
Billington, Martin	Lato, Eley
Brander, Wm	Lauritsen, Ole
Breien, Hans	Lechemus, Bill
Bruse, Albert	Lewis, Harry S.
Christian, James	Linden, Chas. F.
Davis, Orville	Lindholm, Charles
Doage, Sigvald	Magnussen, Karl
Doujul, Alfred	Miller, John
Evensen, Ed	Nelson, Harry
Exelson, Herman	Neyberg, Berger
Folvig, John	Nielsen, S.
Gerner, Hans	Olsen, Martin
Grunwald, Alois	Pederson, Carl
Grassen, Joe	Peterson, Hugo
Grauers, Gust	Petersen, Nels. -1698
Goulet, Renie	Raaum, Henry
Gunerud, Thorvald	Rosenthal, Walter
Hansen, Adolph	Rytko, Otto
Hingren, John H.	Samson, Louis
Hoek, A	Sandberg, Neil A
Holmstrom, Fritz	Schlieman, J
Hoyberg, Aksel J.	Skinnar, Gust
Hanson, John	Stratton, R. M.
Huisman, K	Sternberg, A.
Hederstrom, T.	Stringer, B
	Sundholm, Fred
	Sundholm, Carlos
	Swenson, Ben
	Tiller, Edward
	Thompson, Alex S.
	Thoren, G. A.
	Tysk, J. H.
	Wahl, J.
	Wilhelmson, Karl
	Wrig, F.
	Yeoman, W. E.
	Zunderer, Theo. (Questionnaires)
	Berner, Albert
	Christensen, Ole Martin
	Doage, Sigvald
	Holm, Frank
	Johansen, Carl M.
	Johansen, N. A.
	Lindroth, Carl Aug.
	Pedersen, Carl
	Tysk, John H.

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
Holmstrom, Carl	Meyer, Karl
Houge, Arlon	A. Nielsen, Alf. W. -1054
Jonnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
Kennedy, James Rea	Seyfried, M. -2962
Magall, Michael	Swansen, Carl

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.
3-26-19

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Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas W.
Anderson, C.	Melgant, F.
Andreasen, N.	Miller, Harry
Ahren, Wm. J.	Mikkelsen, Harry
Backman, Peter W.	Mortensen, R.
Bjork, Rudolf -2206	Murphy, Francis Leo
Bohm, Franz	Nordman, Alek
Christensen, H. P.	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Elliot, Austin A.	Nogat, E. G.
Eriksen, C.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Guthrie, V. A.	Olsen, Kristian
Geiger, Joe	Pope, Herbert
Graaf, John D.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, Frank A.
Hauschild, B	Petersen, Anton -1675
Henrikson, Wm.	Petesen, Knut
Henriksen, Geo.	Petter, G.
Hill, Chas.	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
Johnson, Karl	Rosenblad, B.
Jorgenson, Earl	Ross, Geo.
Jensen, H. T.	Samuelsen, S.
Johansen, Johan	Siebert, Gust
Johnson, C. A.	Sjolund, Victor
Kase, A.	Swanson, Ernest
Kaskinen, Albert	Swenson, C. E.
Kristensen, Wm.	Thompson, Walter
Kelly, Wm.	Thorsen, Ole
Knofsky, E. W.	Thoresen, Ingwald
Kulik, John	Toomey, Paul
Laatzen, Hugo	Tuhkanen, Johan J.
Larsen, C. J.	Wold, Frank
Larsen, Carl C.	Ulvestad Knut
Larsen, Hans	
Larsen, Ragnar,	

Pacific Coast Marine.

To the fourteen government wooden steamships now laid up in the Lake Union basin of the Lake Washington ship canal eleven more will be added within the next sixty days.

Eighteen wooden steamships built in Puget Sound and Gray's Harbor shipyards are at various plants in those two districts having steel rudder stocks installed in place of wooden ones.

The Crowley Company is preparing its two double-deckers for a big volume of picnic travel expected to develop this summer. These and other craft will be used to convey the big crowds from San Francisco to Paradise Park, on the Marin coast.

Captain Emil Hellesto, master of the steamer "Grays Harbor," had his license suspended for three months by Inspectors of Hulls and Boilers J. Guthrie and J. T. Dolan. Captain Hellesto was in command when his ship ran aground on Fish Rock.

An aggregate of 430,000,000 pounds of canned salmon, having a value of $51,041,949, reached Seattle docks in the year 1918, according to a compilation by the United States Bureau of Fisheries. The figures do not include an enormous amount of salmon that was salted and mild-cured.

Alaska passenger agents in Seattle are swamped with inquiries relative to excursion trips to Alaska this spring and record traffic is expected. The tourist season north begins in June, when the Admiral liner "Senator" will make the first trip of the season into Nome to open navigation.

To be completed by June 1, 1920, with five of them to go into commission this year, twelve steamships of large capacity, including two 10,000-ton passenger liners for the Seattle-Far East trade, are building for the Osaka Shosen Kaisha in Japan, according to advices received by the Seattle agency of the company.

According to present plans of the Alaska Sulphur Company, which is opening its mines on Akum Island, Alaska, 1,000 tons of sulphur a month will be shipped east by way of Puget Sound. The Company intends to purchase a steamer to bring its product to Puget Sound, and also to carry supplies to its plant.

Shipping men of Seattle and vicinity who have been assigned as managers or operators of Shipping Board vessels, announced formation of the Puget Sound Steamship Managers and Operators' Association, with W. C. Dawson as president. Tacoma shipping firms with similar interests have been invited to affiliate.

The four-mast sailing schooner "Gunn," building in the yards of the Cholberg Ship Company for Norwegian interests, has been chartered to the British Columbia Mills, Timber and Trading Company, Ltd., of Vancouver. She will load at the Hastings mill, Vancouver, late in May and will get a rate of $45 net prepaid. The vessel will take a cargo of 1,200,000 feet of lumber.

Dredging work in Coos Bay channel will be carried four feet deeper than was first planned, according to announcement from the United States Engineers' office, thus giving a low water depth of twenty-two feet in the harbor entrance. The engineers' dredge "Oregon" has gone to Yaquina to remain until the end of May, after which she will go to Coos Bay to join the dredge "Colonel P. S. Michie."

Asked the reason why so many new steel steamships are in Seattle harbor awaiting delivery, Captain W. A. Magee, Northern Pacific District Manager of the Emergency Fleet Corporation, explained that after a new steel carrier has been in the water forty days or more before acceptance the Government requires drydock inspection. The seven-week shipyard strike early in the War placed a number of new carriers in that classification, as they were in the water when the strike began.

Two Ferris vessels, finished some time ago by the Coos Bay Shipbuilding Company, but held waiting Government orders, are being equipped with new features, among them coverings for all piping on the main deck, providing against damage by proposed coal cargoes. The new addition to the boats contemplates that coal room will be utilized in the enclosed portion of the main deck to permit offshore sailings without danger of exhausting the fuel supply.

Capt. Ferguson of the Peninsula-built wooden motorship "Adrien Baden," writing from Sourabira, states that the vessel made an excellent showing on two legs of a long ocean trip. She reeled off 2,900 miles in 15 days in one instance and 2,500 miles in 13 days in another. Captain Ferguson says his present vessel is the best she ever sailed in, and that he did not have to spend one cent on her decks. He says she burns thirteen barrels of fuel oil and only ten gallons of lubricating oil per day, which is very economical.

According to the owners of the sailing vessel "Glory of the Seas," in commenting on the run of the barkentine "Sterling" from San Francisco to Sydney this voyage, the "Sterling" still has to go some to make the record the Tacoma vessel made more than forty years ago between the two ports. The claim is made that the "Glory" negotiated the run of a little more than 6000 miles in thirty-five days. The old ship is now owned by the Glacier Fish Company, and used as a cold storage vessel. Her hull is in excellent condition.

Twenty-nine vessels loaded at the mills of the lower Columbia River district during the month of April, and their combined cargoes amounted to 20,283,793 feet of lumber, according to statistics compiled by Deputy Collector Haddix. Twenty-five of those vessels carried 18,714,000 feet for California; one, laden with 14,423,959 feet, went to the Atlantic Coast; two craft, carrying 143,854 feet, went to Alaska, and one, laden with 300,000 feet, is en route foreign. In the same period, five vessels loaded 1,575,000 feet at the up-river mills, making a grand total of 22,158,795 feet of lumber that left the Columbia River in cargoes during the month of April.

Wireless telephones will be installed on tugs and launches of the Henry C. Peterson Company if negotiations now taking place between the boat company and the Marconi Wireless Company prove effective. Permission for the commercial use of the telephone has been asked of Washington. The Peterson company believes it can increase the efficiency of its present fleet of craft at least 50 per cent. and that the cost of the wireless telephone equipment would be more than offset by the saving in price of additional equipment, the purchase of which was contemplated at the time the telephone was first considered. The expected saving would be effected, officials of the company say, by having the captains of the boats constantly under call and by obviating the doubling back that is often necessary to pick up a tow in the same part of the harbor that a tow is dropped.

The fitting of a tug and a freight hull with semi-Diesel engines is the latest innovation in river transportation and the craft are being rushed to completion to handle the bumper 1919 crops. The work is to be completed within sixty days. A seventy-five horse power engine will be installed in a fifty-four foot tug that is designed to tow a 110 by 30-foot barge of 300-to capacity. The second unit will be a regular river freight hull that is to have twin sixty horse power engines and with a carrying capacity of 300 tons. Six horse power hoisting appliances will be part of the equipment of both the barge and the freight hull. It is expected that these boats will be the most economical operating and running vessels on the San Joaquin and they are expected to attract wide attention. At present the only power is steam or distillate. The new boats will burn four and one-half cent oil or fuel costing one-half the price of distillate.

A protest against the threatened cancellation by the Shipping Board of contracts for all ships for which keels have not been laid was voiced by the shipbuilders of California, meeting during the week at San Francisco with representatives of labor. The Mayors of San Francisco and Oakland, Senator James D. Phelan and Congressmen J. A. Elston and John I. Nolan were present and spoke of the effect of such an order, were it to be made, promising their active opposition. The conclusion was the adoption of resolutions calling upon civic and industrial organizations to voice opposition to the threatened cancellation in messages to Chairman Edward N. Hurley. It was said that the effect of cancellation would be so serious that every measure possible should be taken to prevent its actual promulgation. Some of the speakers advanced the explanation that the Shipping Board, fearing criticism by the coming session of Congress on the operation of the "cost plus" plan, is seeking the backing of popular expression in advance.

Further details of the two express liners which the Pacific Steamship Company contemplates building for the Seattle, San Francisco and San Diego freight and passenger trade were announced by A. F. Haines, general manager of the Admiral Line. Haines said the vessels would be of 6,000 tons register each, would have accommodations for 500 first cabin passengers and a speed of not less than twenty-one knots. The new liners will not have a greater cargo-carrying capacity than the "President" or "Governor." To increase the freight capacity, Haines said, would mean that the new liners would be required to remain longer in port loading freight, thus making it impossible to establish a forty-eight-hour service between San Diego and Seattle, which is the company's object in constructing the two vessels. Haines asserted that bids would be called for within a short time. It is hoped to have both vessels in service within eighteen months. The "Queen" and "Admiral Dewey" will then be shifted to the Alaskan service. Haines predicted that vacation travel by sea this season will be the heaviest in years.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 7, 1919.

GOVERNMENT OWNERSHIP.

What is our National Merchant Marine policy?

Perhaps the best answer is a frank declaration that—as yet—there is no such thing as a National policy in this respect. On the other hand, it would be only fair to supplement this assertion by pointing to the fact that for the first time in many, many years the principal interested factors in our National life are at least earnestly trying to define such a policy.

Three courses are apparently open:

First. The adoption of a policy of public ownership and public operation of merchant vessels.

Second. A policy of public ownership, but operation by private firms to whom Government vessels would be chartered, leaving in the hands of the Government a general control of policy and rates.

Third. The sale to private owners, upon sufficiently favorable terms to attract purchasers, of all Government owned merchant vessels, leaving to the purchasers freedom of operation.

As to the first proposition, the theory of public ownership is well understood, but the practical operation of that system is not so well known. Experience in dealing with publicly owned and controlled vessels has led many former enthusiasts to the conclusion that unless the rights of the employes are carefully conserved their conditions may be no better, and may even be worse, than those of the private employe. It is contended, therefore, that in every scheme of public ownership provision should be made for the protection of the employes in all their rights of citizenship, including the right to organize and to exercise all the powers of organization. Should it be determined that this policy is inconsistent with the principle of public ownership, many of the veterans in the labor movement would frankly prefer to bear the ills of private ownership rather than risk the loss of that power upon which in the long run labor must depend for its own advancement.

It is a curious fact that the public side of the question has been amply exploited, while little or nothing is known concerning the position of labor under public ownership. In this particular, boosters for public ownership are prone to take too much on trust, on the assumption that the word "public" implies some magical power to change the very nature of things. So far as labor is concerned, the choice between public and private ownership is chiefly a choice between bosses—between a number of small bosses and one big boss. Both public and private bosses seek the same object, namely, cheap labor. It is a fact worth noting that in this respect the big boss has an advantage over the small boss. That is to say, the public employer has a stronger motive for seeking cheap labor and a greater power to secure it, as compared with the private employer. It is therefore the more imperative that the employees of the big boss (i. e., the public) should be assured the full exercise of every possible and legitimate means of self-protection.

No immediate advantage arising from public ownership can compensate for the surrender of the power to secure more, and ever more, improvement in the future. Possibly this surrender is inherent in the principle of public ownership. That it is more difficult to exercise all the powers of organization in the case of trouble with a publicly-owned utility than in the case of a private corporation is proved by common experience.

Many of the best and keenest minds in the ranks of the workers still insist that the right of labor to organize and to exercise all the powers of organization is the chief desideratum in a choice between private and public ownership. In other words, it is a choice between dealing with a "soulless corporation," whom nobody loves, and the public, whose rights are deemed sacred from "attack."

When the public assumes the role of employer, its motives and interests become the same as those of the private employer, and its employes must therefore be guaranteed the same freedom of action, individually and collectively, as in the case of private employes. If such policy be inconsistent with public ownership, that fact would outweigh any possible advantages of the system.

These views apply with equal, and possibly greater force in considering the question of public ownership of merchant shipping. The shipping question is in a different category from that of a public utility operated entirely within the jurisdiction of the Government—that is within the territory of the United States—for the reason, among others, that ships entering the ports of foreign countries are subject to the laws of such countries, which may, or may not, be consistent with our own laws.

The American consul in a foreign port, who now represents the Government in disputes between seamen and shipowners, would under public ownership represent the shipowner. Of course, he would still represent the Government, but in its capacity of shipowner. Seamen frequently complain of the partiality of consuls toward shipowners, even going so far as to charge that the consuls are mere agents of the shipowners. Under public ownership this charge would be an established fact, with this difference, that whereas under the present system the consul may be held accountable to the Government as a disinterested party, under the system of public ownership the consul would be responsible to the Government as a shipowner. Such a change in the relations between the consul and the Government would increase the seaman's difficulties in dealing with his employer.

Presumably the Government would be represented in foreign ports by agents, who would occupy, nominally at least, the same position as the agents of the private shipowners, and therefore subject to the authority of the consul. Nevertheless, the latter would be at a disadvantage in asserting his authority over the Government agents, who would be themselves officials of another branch of the Government.

The same objection applies in the case of shipping-commissioners, collectors of customs, and other officials in American ports. All officials who are vested with authority to enforce the Navigation Laws, and who succeed in doing so by virtue of the "authoritative" position they occupy toward the private shipowner, would be practically powerless under public ownership, for the reason that it is impossible for the officials of different departments to exercise any authority over each other. For instance, a shipping-commissioner may require a private shipowner to settle accounts with a seaman, or take his chances in a law suit. But in the case of claims by seamen employed on publicly-owned vessels the shipping-commissioner is powerless to do more than make representations.

In both instances the seamen are employed under the same law; in both instances the shipping-commissioner has nominally the same authority and responsibility; but the outcome in each instance is different because of the difference in the position actually occupied by seamen and shipping-commissioner toward the shipowner. The seaman employed on the publicly-owned vessel suffers by reason of the fact that in his case the shipowner (i. e., the public) can not be reached by the ordinary processes of law or influenced by the ordinary officials of the Government. As to the seaman's position in event of recourse to the courts, it is questionable if suit could be entered against the Government. In any case it is beyond question that the seaman would be at a disadvantage in suing the Government, as compared with his position in a suit against a private shipowner.

The second proposition outlined at the beginning of this article seems to be entirely impractical. It contains the objectionable features of both public and private ownership, and besides involves a divided responsibility that would leave the seaman practically without recourse in either direction.

The present system of management through the United States Shipping Board affords an example of the probable workings of the proposed system. Under the Shipping Board system the private shipowner is bound by the regulations of the Board. In many important instances these regulations are contrary to law and work an injustice to the seaman. The shipowner may be willing to comply with the Navigation Laws, but he finds himself powerless in the matter. Appeal to the shipping-commissioner, and by the latter to the Shipping Board, is usually met by a reference to the regulations—and there the matter ends.

Such a system would be a cat-and-

mouse affair, the shipowner being allowed a certain amount of freedom, but never entirely free. It may be taken for granted that the Shipping Board system was a wartime necessity, justified both by the needs of the occasion and the results achieved. But any system to be adapted to the needs of normal times must be free from "regulations" and other forms of interference that amount to a species of overlordship. In a word, the system must be exclusively that of public ownership and control or private ownership and control. The two systems cannot be combined. Any attempt to do so will simply make for confusion.

Considering the objections enumerated to the first and second propositions it would appear (with due regard for existing conditions, economically, politically, etc.) as if the third proposal is the more desirable—as a lesser evil!

Leaving to others the question of terms for the purchase of ships, it is suggested, however, that in whatever plan be agreed upon provision be made for the creation of a body, or council, composed of shipowners and seamen, whose function it shall be to supervise the operation of the ships and to exercise at least advisory authority in all matters relating to the conditions of the seamen employed on ships. A future issue of the JOURNAL will discuss the proposed advisory council of merchant shipping.

It will be noted that the question of public ownership has been dealt with herein solely as it affects the interests of the men employed in the respective industries, and without regard to any consideration of advantage, or otherwise, to the public. Again, it should be borne in mind that the subject dealt with is essentially a National, as distinguished from the municipal utility. In the case of municipal light, heat, water, etc., the argument of public ownership is stronger because the justification therefor is greater, while the objections are weaker because the power of the employer (i. e., the public) is also weaker. The question of municipal ownership stands by itself and should be discussed by itself.

It may be that no inherent danger or difficulty exists in the relations of employer and employe in the case of a national utility such as railroads or ships, and that the objections pointed out in the foregoing may be met by making the needed provisions in the plans of ownership and operation. In that event the case would stand in a different light, and the only question remaining would be one of general public policy. This in itself, is a serious matter, concerning which there is room for discussion.

Rome fell when one per cent. of the population owned ninety per cent. of the wealth. Is America heading the same way?

Oliver Goldsmith wasn't talking at random when he said that the law grinds the poor, and the rich men rule the law.

Don't be afraid of unconventional thoughts; all thinking worth while has shocked some fool.

Just criticism never did any nation or individual harm, and the other kind cannot.

WANTED—WITNESSES.

Progress of the Prosecution in the "Puako" Case—Hell-Fire Pedersen's Unsavory Record to be Exposed.

The Journal is in receipt of the following self-explanatory communication from Attorney Silas Blake Axtell of New York:

Editor, The Seamen's Journal:

Please continue to send copies of the Seamen's Journal to John Campbell and other witnesses in the case of United States v. Pedersen, late master of the Barkentine "Puako," to 54 Ludlow Street, care of U. S. Marshal, New York City.

I am arranging an automobile ride for them this week. I am getting a bus that holds about 20 men, so that there will be plenty of room for them and their escorts, the U. S. Deputy Marshals, who will have to go along.

Your editorials on this case are inspiring to these men, and I hope you will keep it up until the trial is over. I will send you "dope" on the matter as fast as I get it.

I saw all these men Saturday and took down their claims. They retained me to bring actions against the owner of the bark or the bark itself for damages for personal injuries, suffered by reason of the neglect of the master to give them treatment for bruises, cuts and wounds after the master and his sons had inflicted the same upon them. Three of these men were kept in the pump hole, and water pumped on them; they were beaten with a heavy strap or rope for hours, in an effort to make them sign a false statement as to the disappearance of Axel Hansen and the chief steward.

The men were deliberately beaten, pounded, kicked and clubbed. There are only one or two of them who did not bear scars and marks of their handling by Pedersen and his sons. The latter, who are now on trial for their lives, were armed with a shot gun, pistol and a short revolver all the time. In addition, they carried brass knuckles, two or three lead blackjacks and some loaded wooden clubs. With these they laid open scalps, broke shins, knocked out teeth, and inflicted hurts and torture to other parts of the seamen's bodies. Every man was beaten into a state of abject submission; the men were ordered into dangerous position in the rigging, and while the wind was blowing hard, evidently in an attempt to cause them to fall overboard. Most of this cruelty occurred a few days before reaching Capetown, where the Captain no doubt thought he could engage a new crew at lower wages.

Hell-Fire Pedersen appears to have been a fiend incarnate; he may be insane, but, according to the story told by the carpenter who had been aboard his ship for six or seven years, his murderous insanity is of a consistent kind, intended to benefit Pedersen financially; and during that time he has prosecuted the business and ably represented the ship's interests as well as his own.

Will not the Seamen's Journal endeavor to locate, as soon as possible, shipping masters or seamen who know the reputation of Hell-Fire Pedersen, who can come to New York to testify at this trial? Their expenses, to be sure, will be paid by the Government. It is possible that he may put his "good" reputation in evidence; and in the event he does, the Government should be ready to prove what his real character is. Now is the chance for the seamen and the Seamen's Union and the Journal to help.

The men further told me that the Chief Steward and Axel Hansen were the only members of seamen's labor organizations on the ship. As a matter of fact, the Captain went to Seattle, advertised that he wanted men for Manila at $95 a month; then he picked the seamen, some of them young boys who had never been to sea before, and told them he had a fine ship, and would treat them like a father. One of the men who had been an iron worker, said: "He talked so nice that butter would melt in his mouth, until he got us aboard the ship, and he anchored up." Then he sailed for Capetown. To most of the men he promised $75 a month; he made them sign off for $40 or $60. With the exception of the two men who were killed, one driven to suicide—the cook, a man by the name of Stewart, an American, a mild tempered, obedient, God-fearing sailor, who never raised his hand in opposition, but who was constantly beaten, harassed and prodded until he was driven to utter distraction and madness (the story of his treatment on board and his final plunge over the side, witnessed by the crew, is one of the saddest episodes I have ever heard)—and the other Axel Hansen, who was being beaten by one of the mates at the time he went over the side, and whose face was bleeding and his eyes were swollen shut from poundings received during the previous week, who, nevertheless, had been ordered aloft to do some dangerous work, and when he came down was beaten some more, and who, after he went overboard and had caught hold of the life line, begging for help, would have been saved by the crew who endeavored to help him, but was left to drown because Pedersen set upon and beat one of the

(Continued on Page 9.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 5, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good; hard to find men.
HARRY INGWARDSEN,
Secretary pro tem.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., April 28, 1919.
No meeting; shipping slow; members scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., April 28, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, April 28, 1919.
No meeting. Shipping and prospects uncertain.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, April 28, 1919.
Shipping fair.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, April 28, 1919.
No meeting. Few members around. Shipping very good.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, April 28, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, April 28, 1919.
Shipping very good.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 21, 1919.
Shipping good.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., April 30, 1919.
Regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping good.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, April 24, 1919.
Shipping good; prospects fair. Scarcity of second cooks and bakers.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Room No. 203; P. O. Box 214. Phone Main 2233.

San Pedro Agency, April 24, 1919.
No meeting. Shipping good; no members ashore.
JOE MACK, Agent.
613 Beacon St. Phone Sunset 336. P. O. Box 54.

DIED.

Robert Muller, No. 1243, a native of Germany, age 46. Died at San Francisco, Cal., May 4, 1919.

David Thompson, No. 1137, a native of British Columbia, age 35. Died at Honolulu, T. H., May 2, 1919.

The Navy Department has transferred from the San Francisco Union plant of the Bethlehem Shipbuilding Corporation to an Eastern shipyard a contract for the construction of two scout cruisers to be built at a cost of $7,000,000 each, it was announced during the week. No reason for the transfer of the contracts was given. Each of the vessels will be equipped with engines capable of developing 130,000 horsepower and will have a speed of more than 35 knots.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Thomas F. Flaherty, Secretary-Treasurer of the National Federation of Postal Employes, is the happiest man in the American labor movement to-day. His seven years' fight against Albert Sidney Burleson, Postmaster General of the United States, is coming to a victorious end. Burleson, implacable enemy of organized labor, destroyer of morale and security and efficiency in the service, is apparently about to be removed from the Cabinet. Whether Burleson is removed, or resigns, or is left in the office until March, 1921, by the President, the American public now understands that Burleson is discredited and repudiated by the whole labor movement, by a vast majority of the Democratic party, and by the friends of common justice everywhere.

"They are just finding out what we have been trying to make known for the last seven years," said Flaherty this morning, as he looked up from a pile of editorials taken from big newspapers and political journals from all parts of the nation. "I believe that we are in sight of the end of Burlesonism. The Democratic National Committee is discovering that Burleson is a reckless autocrat, with the viewpoint, as I said in the Buffalo convention of November, 1917, 'of a seventeenth century feudal baron.'"

Just now, while the President is receiving messages from big Democrats of all factions, calling upon him to get rid of the man who has done so much to destroy the faith of labor in the Wilson administration, it is worth while to recall what has happened this week in connection with the telephone strike—the strike which brought public feeling against the Postmaster General to a climax.

The telephone strike has been won. The principle of collective bargaining is recognized, and the Department has been put on record as agreeing to meet the representatives of the union to discuss the hours and wages and shop conditions under which the workers in the telephone industry are to be employed.

At the beginning of the strike, Burleson ordered General Manager Driver of the New England telephone system to "maintain service" at any cost. That is to say, he was to employ strikebreakers. Driver advertised in the Boston papers, but did not secure many scabs. It was at that point that the Democratic politicians in Boston cabled to the President. Burleson then sent Assistant Postmaster General Koons to Boston. Some weeks earlier, Koons had been "unable" to see Miss Julia O'Connor, leader of the organized telephone operators, when she waited in his outer office in Washington to discuss the girls' grievances with him. This time he was not only able but very glad to see Miss O'Connor, across the conference table, and to sign on the dotted line when she handed him the terms upon which the strike would be settled.

If Burleson had been able to break this telephone strike, he might have been more popular with certain of our big newspapers. But since he was beaten, and by a trade union girl at that, his political backers in States as distant as Texas and Georgia saw that the jig was up, and the editors found other reasons for joining in the demand that he must go.

While Democrats are rejoicing, and Republican campaign managers are regretting, that the Burleson issue is not to be brought into the campaign of next year, the officers of the Federation of Postal Employees are asking whether they cannot be safeguarded against the coming of another dictator in his place, either this year or in 1921. In this connection there is a revival of the talk of a year ago that David J. Lewis may be named as Postmaster General for the remainder of this administration. Lewis was formerly a coal miner, was chairman of the Labor Committee in the House, and is moderately friendly to the labor movement. He is not disposed to favor a rapid increase in salaries. but he is committed to the idea of collective bargaining.

Government relations with organized labor are to be one of the chief topics of discussion at the Latin-American Socialist and Labor Conference at Buenos Aires next week. As our State Department has refused to grant a passport to the American Socialist delegate, Dan Hogan of Arkansas, and as the American Federation of Labor has ignored the invitation, the only representation from this country will be in the form of a message of greeting from the Pan-American Federation of Labor, whose offices are in the A. F. of L. building. The Buenos Aires conference seeks to establish and increase the power of the organized workers, through both political and industrial effort, in controlling the governmental policies of the nineteen republics of Latin-America. Since the United States and Caada will have no delegates present, the proceedings will be directed by the Socialist leadership of Argentina, Uruguay, Yucatan, and Peru.

These Latin-American labor organizations share the revolutionary character of the labor movement in Italy and Spain. It would not be surprising, in view of the remarkable strike which has tied up the port of Buenos Aires for nearly four months past, if the conference were to adopt a program which would call for nationalization of the chief industries, including transportation, in Latin America, and would pledge an international general strike to force this issue.

The connection between the Italian and Japanese efforts to break down the program of the Paris Peace Conference, and the program of Italian and Japanese organized labor, has been carefully ignored by most of the newspaper correspondents in Paris. Both the Italian and the Japanese governments are afraid of the growing power of the workers. Both have decided that only by annexing some foreign territory can they stir up any further public enthusiasm for the war game. If they fail to bring home any territorial loot, then the unrest of their workers becomes more dangerous than ever before. Italy is declared by most competent observers to be on the verge of social revolution; only the fear of the labor leaders that the Allies might cut off her food and coal supply has prevented an uprising thus far. Before these lines are in print the monarchy may be fighting for its life against an uprising in Milan, Turin, Rome and other cities. For the people realize that the Italian government cannot hold the city of Fiume and the Dalmatian Islands except by keeping up a big army and navy, and that will mean heavier burdens upon the workers.

Japan has thus far stamped out all attempts at the formation of a strong trade-union movement within her empire. As a result, we have seen the rice riots of the past year, and now comes the revolutionary movement in Japan and the great revolutionary strike throughout Korea. The 20,000,000 Koreans, who are being treated by the Japanese military autocrats as the Russian Czar used to treat the Poles and Jews, and as the Turks treated the Armenians, are refusing to work. This strike may have a serious effect on the coolie situation. It may arouse the coolie to fight for economic liberty.

Italian workers in this country declare that the co-operative movement is going to play an important part in the new Italy that they expect to come from the collapse of the monarchy. In the Italian co-operative movement thousands of men and women have been trained for taking the more active control of industry which is the first of their demands.

From Everett, Washington, I have received a copy of a resolution adopted recently by Local 81 of the Amalgamated Meat Cutters and Butcher Workmen of North America, calling for the establishment by the membership of the American Federation of Labor of a co-operative woolen mill, as a means of securing clothing for the wage workers at a reasonable cost. It proposes an assessment of a dollar per member, to be levied for this purpose by each international union upon its membership. The woolen mill is either to be built or purchased, as may be found best.

The resolution was called to my notice because of the attempt being made in the East to bring the workers in the woolen and cotton and silk mills into the same industrial organization with clothing workers. The secretary of Local 81 suggests that if organized labor will finance its own clothing industry on a co-operative basis it will be started on the road to settle all industrial organization problems.

It may be taken for granted that the Atlantic City convention in June will not vote to undertake any particular co-operative enterprise; on the other hand, the convention will probably take some action to stimulate the formation of co-operative buying and manufacturing concerns in all parts of the country.

News from Pittsburg is to the effect that the steel companies are trying to get rid of all union men before the big organization convention summoned for May 25 by the National Committee for Organizing Iron and Steel Workers. The repressive tactics are not so successful as in the days before the war. Chairman Foster of the committee expects to have a big hall filled with delegates from the various steel mills in Ohio, Pennsylvania, southern New York and New Jersey. The convention will make industrial history.

In every great epoch there is some one idea at work which is more powerful than any other, and which shapes the events of the time and determines their ultimate issues. —Buckle.

Demand the union label upon all purchases!

THE SEAFARERS' CONFERENCE.

(Continued from Page 2.)

against which the representation or complaint is made."

Article XXVI.

The commission of enquiry shall be constituted in accordance with the following provisions:

"Each of the high contracting parties agrees to nominate within six months of the date on which this Convention comes into force, three persons of industrial experience, of whom one shall be a representative of employers, one a representative of workpeople, and one a person of independent standing, who shall together form a panel from which the members of the commission of enquiry shall be drawn.

"The qualifications of the persons so nominated shall be subject to scrutiny by the governing body, which may by two-thirds of the votes cast by the members present refuse to accept the nomination of any person whose qualifications do not in its opinion comply with the requirements of the present article.

Upon the application of the governing body, the Secretary-General of the League of Nations shall nominate three persons, one from each section of this panel, to constitute the commission of enquiry, and shall designate one of them as the President of the Commission. None of these three persons shall be a person nominated to the panel by any state directly concerned in the complaint."

Article XXVII.

"The high contracting parties agree that, in the event of the reference of a complaint to a commission of enquiry under Article 25, they will each, whether directly concerned in the complaint or not, place at the disposal of the commission all the information in their possession which bears upon the subject-matter of the complaint."

Article XXVIII.

"When the commission of enquiry has fully considered the complaint, it shall prepare a report embodying its findings on all questions of fact relevant to determining the issue between the parties and containing such recommendations as it may think proper as to the steps which should be taken to meet the complaint and the time within which they should be taken.

"It shall also indicate in this report the measures, if any, of an economic character against a defaulting state which it considers to be appropriate, and which it considers all other states would be justified in adopting."

Article XXIX.

"The Secretary-General of the League of Nations shall communicate the report of the commission of enquiry to each of the states concerned in the complaint, and shall cause it to be published.

"Each of these states shall within one month inform the Secretary-General of the League of Nations whether or not it accepts the recommendations contained in the report of the commission; and if not, whether it proposes to refer the complaint to the permanent Court of International Justice of the League of Nations."

Article XXX.

"In event of any of the high contracting parties failing to take within the specified period the action required by Article 19, any other of the high contracting parties shall be entitled to refer the matter to the Permanent Court of International Justice."

Article XXXI.

"The decision of the Permanent Court of International Justice to which a complaint has been referred shall be final."

Article XXXII.

"The Permanent Court of International Justice may affirm, vary or reverse any of the findings or recommendations of the commission of enquiry, if any, and shall, in its decision indicate the measures, if any, of an economic character against a defaulting state which it considers to be appropriate, and which other states would be justified in adopting."

Article XXXIII.

"In the event of any state failing to carry out within the time specified the recommendations, if any, contained in the report of the commission of enquiry, or in the decision of the Permanent Court of International Justice, as the case may be, any other state may take against that state the measures of an economic character indicated in the report of the commission or in the decision of the Court as appropriate to the case."

Article XXXIV.

"The defaulting state may at any time inform the governing body that it has taken the steps necessary to comply with the recommendations of the commission of enquiry or in the decision of the Permanent Court of International Justice, as the case may be, and may request it to apply to the Secretary-General of the League to constitute a commission of enquiry to verify its contention. In this case the provisions of Articles 26, 27, 28, 29, 31 and 32 shall apply, and if the report of the commission of enquiry or decision of the Permanent Court of International Justice is in favor of the defaulting state, the other states shall forthwith discontinue the measures of an economic character that they have taken against the defaulting state."

From Chapter III insert the following:

Chapter III (General.)

Article XXXV.

"The British Dominions and India shall have the same rights and obligations under this Convention as if they were separate high contracting parties.

"The same shall apply to any colony or possession of any of the high contracting parties which on the application of such high contracting party is recognized as fully self-governing by the Executive Council of the League of Nations.

"Convention adopted in pursuance of the provisions of this Convention shall not be applicable to a colony, protectorate or possession which is not fully self-governing of any of the high contracting parties, unless the high contracting party concerned expressly decides that the Convention shall apply. Each of the high contracting parties engages to consider the application of such conventions to those of its colonies, possessions or protectorates which are not fully self-governing."

Upon the foregoing we prepared the following comments, which we submitted to Mr. Robinson, nautical adviser to the United States Peace Commission and a member of the Commission on International Labor Legislation, and also to President Gompers and Major Berry—George Berry, President of the International Organization of Pressmen of America—who laid it before Colonel House.

Comment on the Proposed Constitution of the Commission on International Labor Legislation Submitted by the Delegation from the Seamen.

"We have had but very short time in which to consider the draft. It appears to us to be in the form of a treaty which, if accepted by the United States Senate, necessarily becomes part of the Supreme Law of the United States.

"If each nation as such has two delegates, the employers of each nation one delegate and the working people of each nation one delegate, the votes may be one for the workers, three against them. If each nation as such has one delegate, it may be two to one.

Power.

"(Article III.)

"The power seems to be derived from Article 20 of the Covenant, and to be enforced under Articles 12, 16 and 17 of the Covenant. The power seems to be a blanket power, destroying in effect the legislative power of any and all States with which the membership of the League of Nations or any individual member thereof has commercial or industrial relations.

Procedure.

"Before the working people of any nation can get anything on the Agenda, it must have (1st) the consent of its own nation; 2nd, the consent of the Governing Body.

"(Article XIV.)

"Any question may be placed on the Agenda upon the motion of any one nation, and by a two-thirds vote may be forced to consideration and decision, notwithstanding any protest from the working people most interested made to their own government.

"(The Seamen's Act seems likely to be disposed of in reasonable time, the machinery is in order.)

"Most of the business of the Conference will be decided by a majority vote, 3 to 1, or 2 to 1, of all the delegates, will determine the most intimate daily industrial life of the workers of any nation or of all nations, unless there be a national protest, in which case two-thirds majority will rule. (Article 19.)

"(All protests by the workers are overridden and the workers shackled hands and feet.)

"It seems that the final decision arrived at by the Conference and endorsed by the governing body is by this draft promised ratification before it is considered. The competent authority may refuse ratification, but will in that case stand as pledge breakers before the world, and is subject to isolation. (Article 21.)

"If by chance some decision favorable to the working people has been adopted and ratified, but is not complied with, the penalty upon the nation so failing may be, at the discretion of the governing body, an appeal to public opinion. (Article 24.)

"A nation defaulting in its obligations under this proposed treaty may, upon the recommendation of a commission of inquiry, be subject to an economic boycott. (Articles 28 and 32.)

General.

"The self-governing colonies of Great Britain seem to be endowed separately with the same representation as the United States. It would appear as a consequence that the British Empire as such enters the Conference with a very large number of votes in excess of that of any other nation. The British Empire, through its several delegates and its influence and power of other nations, appears to be out in a position of determining the lives to be led by the working people of the world.

"(Is it perhaps true, as was stated some years ago by a noted European writer, that the purpose of the commercial class would be, 1st, to destroy the remaining power of the historic upper class; 2nd, to so burden and shackle the working class of the world that the commercial class would in fact be the heir to the political power held by the castles and the industrial power held by the guilds in the Middle Ages?)

"It is not conceivable that the President of the United States had in view any such purposes as these—disclosed in the draft—when he consented to the insertion of Article 20 in the Covenant.

"On behalf of the International Seamen's Union of America, we respectfully protest against the whole draft and fervently pray that God in His mercy may save the working people of the world, the working people of the United States, but more especially the seamen.

"If we might suggest something, we would beg tentatively to propose that an International Labor Bureau be instructed to collect information to be collated under supervision of the governing body. Let it be submitted to a yearly conference to make their recommendations to the several nations, there to be dealt with as might be thought wise under pressure of public opinion. Let the facts be obtained and the recommendations be advisory, leaving to each nation its sovereignty and to each nation's work people their hope and possible power of influencing their own legislative authorities without waiting the pleasure of the most backward of nations. Let it try to lift the lowest instead of depressing the highest."

We had these comments translated into French and Scandinavian and gave the paper to the French delegation to our Seamen's Conference here in Paris.

(To be Continued.)

WANTED—WITNESSES.

(Continued from Page 7.)

seamen who went to turn the wheel, and deliberately turned the ship away and sailed away—these two men were the only union men on the ship. According to the stories of the crew this is not the first murder to be charged against Pedersen. He seems to have emulated Wolf Larsen of Jack London's story "The Sea Wolf."

Very truly yours,
SILAS B. AXTELL.

New York, April 30, 1919.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime
2. Free schools, free text books and compulsory education.
3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.
4. A work day of not more than eight hours in the twenty-four hour day.
5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.
6. Release from employment one day in seven.
7. The abolition of the contract system on public work.
8. The municipal ownership of public utilities.
9. The abolition of the sweat-shop system.
10. Sanitary inspection of factory, workshop, mine and home.
11. Liability of employers for injury to body or loss of life.
12. The nationalization of telegraph and telephone.
13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.
14. Woman suffrage co-equal with man-suffrage.
15. Suitable and plentiful playgrounds for children in all cities.
16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.
17. Continued agitation for the public bath system in all cities.
18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.
19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

with successful results, but special studies are necessary to overcome, let us not say a careless spirit, but rather an ignorance of the propositon and a tendency which exists in large measure in most men to gamble their personal chances against the law of averages."

U. S. Revenue Bureau to Enforce Law.

The Internal Revenue Bureau of the Treasury Department has issued regulations putting into effect the 10 per cent. tax on net profits of any concern employing children under the age of 14 years. Mines and quarries must pay a 10 per cent. tax if children under 16 years are employed.

The Department of Labor which enforced the Keating Child Labor law before it was declared unconstiutional by the United States Supreme Court, is elminiated as an enforcing factor of the new law.

This was made possible when the Revenue Act, of which the Child Labor law is an amendment, went to conference at the last Congress.

The Senate had adopted a provision that appropriated money to enable the Department of Labor to make inspections and to fulfill such other duties as may be assigned to the Secretary of Labor to carry into effect, in co-operation with the Commissioner of Internal Revenue, the provisions of the Child Labor amendment.

When this amendment came out of conference the words "in co-operation with the Commissioner of Internal Revenue" were changed to read "upon the request of the Commissioner of Internal Revenue."

As the law stands, the Department of Labor can not make inspections or carry on a rigid campaign to enforce the law until a request is made by the Commissioner of Internal Revenue.

The manner in which the Internal Revenue Bureau will handle this social evil is indicated by the following statement issued by the bureau:

"While it is the purpose of the Bureau of Internal Revenue strictly to enforce the law, its aim is to administer its provisions in a way to cause as little inconvenience as possible to the business world and to offer no injustice to employes."

Boston Phone Girls Force Wage Advance.

Telephone girls in Boston and vicinity have won a six-days' strike for higher wages and against the "postponing" policy of the Postoffice Department in the adjustment of grievances. A general wage advance has been secured, and will total $3 a week where girls have been employed seven years and over. This class will now receive $19; they asked for $22. The new schedule dates back to December 31, when the old scale expired.

Electrical workers who joined the strike have been increased 50 cents a day in Boston and 62½ cents a day outside of Boston. This establishes a uniform rate for these workers.

First Assistant Postmaster General Koons represented Postmaster General Burleson while the strike was on, and local trade unionists are marveling at the rapidity with which he "looked up the finances of the company." The postal official was quoted in the daily press that this was necessary first. With several thousand girls on strike and the system tied up throughout New England, Mr. Koons' investigation seems to have been both quick and thorough.

Step-at-a-Time Plan.

In an editorial on the trade union movement the Baltimore Sun prints a good illustration of organized labor's policy, which was contemptuously referred to a few years ago as a step-at-a-time plan by so-called revolutionists. The Sun says:

"Forty or fifty years ago a chess player by the name of Steinitz invented what is known as the modern style of chess play. Its chief characteristic was what he called 'the accumulation of small advantages.'

"The old chess masters staked success on bold and reckless strokes. More often than not they came to grief. Steinitz moved prudently, cautiously, gaining a small advantage here and another there, and finally winning out through the accumulation of these trifling advantages. The Steinitz method has driven out the old method among first-class players. It is the style that wins.

"The Federation of Labor, in the three decades during which Mr. Gompers has been its leading figure, has played the game of labor advancement in this way. It has striven to get a reduction in the hours of labor here, an increase of wages there, better working conditions in this place or that. It has resolutely put out of mind all dreams of the achievement of the millennium overnight and kept its mind always on the next step in advance."

AMERICAN CITIZENSHIP.

(By Henry A. McAnarney.)

The road to the schoolhouse is the route to progress. Education is the terminal. Candidates for citizenship have had the road opened to them. The training that the elementary schools can give is within their reach. Opportunity to benefit by that education is brought to their doors.

By an act of Congress, May 15, 1918, the Bureau of Naturalization, United States Department of Labor, is directed to promote instructon in citizenship and to send to the public schools the names of candidates. The law authorizes the free distribution of textbooks to those candidates who are in attendance upon citizenship classes. Thus the Government of the United States has undertaken to acquaint the alien resident with a knowledge of his own interests.

Congress, by its enactment, has put this advancement within reach and the beneficence of the law itself makes it a matter of pride and self-interest for each community to make the purpose of the law operative.

There is one sure way to get to the noncitizens. The first step is to approach them at their place of work and in the organizations of which they are members.

The next is to get them enrolled in the citizenship classes in the local public schools. The Bureau of Naturalization has arranged for such classes in 2100 cities, towns, and communities, and is daily extending its list of co-operating schools. Most likely, there is such a school in your locality. If there is none, it will be provided when a group of candidates is recorded.

Members of labor organizations know the benefits of citizenship. Who better than they can impress upon the foreign-born the advantages to them, to industry, and to all the workers in industry when every worker is a citizen, speaking our language, or a candidate for citizenship learning our language and taking the viewpoint of Americans? It will make our country more prosperous and united. It will make every city, almost every industrial community, brighter, healthier and happier because it will raise the general standard of intelligence, and thus will add to a new measure of political, social and industrial safety for all the people.

"OU KLEPTO TEN NIKEN"

—Alexander the Great said it when he was urged to surprise Darius, the Persian King, in a night attack.

It means, "I will not steal the victory."

Say it aloud in Greek.

Then, if you have sufficient funds to pay the first instalment, buy Victory Bonds; for remember, the man who quits in this Victory Loan is stealing victory—stealing victory bought with the blood of Americans.

He is a "rotten sport." That, to be sure, is not an elegant expression and probably there is no Greek for it, but it is accurately descriptive.

The more a fellow writes about this Victory Loan, the more disgusted he is to think that it is necessary to urge Americans to lend their money to pay for victory. What the devil can a man who calls himself American be thinking about when he says, "I can't afford it," or "The war is over," or the seventy-seven other lame-duck excuses one hears? Hasn't he got any self-respect?

The simple announcement that there is a Victory Liberty Loan, why it is necessary, and what the rate of interest is, should be all that is necessary to put the Loan over.

There is only one class of Americans who have a right to pass up America and the Victory Loan. They are dead.

Let's cut out all this pin-headed excuse-making and take our share of victory.

"Many have given all forever. Those of us who have the funds are only asked to loan for a while."

What is the attitude toward labor of the great press associations, of the powerful newspapers, of the wealthy magazines that furnish nine-tenths of the reading matter regularly absorbed by the people? Their attitude is one of hypocritical congratulation so long as labor is content to accept its position as a lower class, as a slave class, as a submissively exploited class; of superior contempt when labor begins to assert its right to be free industrially, to be relieved from exploitation, to take its rightful place in the social scheme; of malicious and open enmity when labor actually rises in protest against its subjection. Why should labor contribute a penny to the support of mediums of opinion and misinformation so obviously and completely enslaved by anti-labor prejudice and ruling class interests?—Ex.

POST-WAR REFLECTIONS.

(By W. B. Rubin.)

Power tends toward autocracy.

Autocracy and democracy cannot dwell side by side any more than can a cat and a canary. One of the two must be caged. If you cage the cat and not the canary, the canary will fly away, but if you cage the canary, the cat will stay around, hoping that in an unguarded moment the bird will become her prey. So, if you let democracy go unlicensed, it may lead to Bolshevism, while if you hem it in, autocracy will hover about, hoping some day to swallow it up.

Militarism is the very marrow of autocracy.

A soldier is merely a cog in the machine of autocracy. A democracy, like any other nation, needs policing and protection. But a standing army beyond that is a threatening menace to its democracy and leans toward autocracy.

The boys and men who laid down their tasks to go "over there" for Uncle Sam and Democracy soon learned that they were there only "to do and die."

Generals do not and cannot call for a referendum. Soldiers do not and cannot invoke the recall. There is and can be no election in the army. In war time, there is no time for debate. The general is not to be argued with and the soldier is not to be argued for. The whole scheme of war and army is autocratic.

The war, in the interest of expedition, necessitated the delegation of power to certain individuals. How swiftly they assumed autocratic power! Perhaps it was necessary to suspend Democracy and give autocratic power to some individuals in order that Democracy might be saved.

In some departments of civil life, in civic affairs, the power exercised has been so undemocratic and the persons wielding that power have become so autocratic that we often tremble with fear at the consequences yet to follow. What if our Democracy should fall? No matter how benevolent the autocrat who either assumed or was given such power, if that power be uncurbed, unchecked, however weak or democratically exercised in its inception, however well intended at first, it moves inevitably toward the making of an autocrat out of the person invested with power.

When France nationalized her railroads, this was hailed by the workmen with joy. Briand was the chief advocate of labor's rights, but in time of labor's contention, he became another Briand. Briand without power was the fighting champion for the working classes; Briand with power became the autocrat, oppressing labor.

Governmental control of railroads, telegraphs, and telephones, too, has developed autocrats in this country.

The excuse of war is no longer here. The reason for haste no longer exists and the members of the Cabinet who have been assigned to extra cabinet duties should now be shorn of the autocratic powers that they have created out of such duties. Perhaps it was necessary to confer autocratic power to save Democracy, but now it is just as necessary to take away that autocratic power to save Democracy.

Germany had too much efficiency. Efficiency has its place in every business save the business of democracy.

We who live for the morrow, as well as for the day, and we who strive to maintain our Democracy and who love it with all its faults more than we would the best autocracy, must not let even a single administrative or departmental branch of government take further hold. There must be rescission, not accession, of power.

President and cabinet officers, peace envoys, Senators and Congressmen, judges and police, if the thunders of war drive you in fear from listening in the open to the voice of Democracy, do heed that voice in the sunshine of peace.

The war is over. Soldiers are returning. There is no further need of straining, bending, or squinting at old fashioned constitutional rights.

In peace time, there is no room for espionage laws. The rights of men must be preserved. Autocracy must not overtake America and Americans, their Constitution and free government.

Whatever may have been your duty during the war, now it is your duty to begin, as fast as you know how, to rid this nation of all semblance of autocracy, manifested and exercised in the war.

Make full headway for the complete Democracy of these United States.

GOVERNMENT OWNERSHIP.

Senator Hiram W. Johnson, of California, says the railroads must never return to private ownership. The following expression of his views is from his contribution to a symposium of answers to the question, "What Should the New Congress Do?" in Everybody's for March:

"We have paid the price of private ownership. We have paid the price of private ownership in millions of acres of our best farm lands. We have paid the price in our forests, in our coal deposits, our lands gushing with oil. We have paid the price in building up overnight fabulous fortunes, used for the undoing of the State. We have paid the price in handicapping our own people, in distorting our public and our private economy, in corrupting our political life, and in tainting the very fountainhead of justice. We have paid the price of private ownership in this nation, and no matter what may be the attitude of any of us to-day, despite barriers or obstacles, the nation is marching straight to the goal of public ownership, and the people at last will come into their own.

"Volumes have been written in the past of the superiority of private management. The railroad propagandist has plastered the whole nation with demonstrations of the superiority of private efficiency. The question, though, has been decided. It is no longer academic. The pitiless logic of events has determined it. Private management and the boasted efficiency of private management could not do the job. They acknowledged defeat, and Government management succeeded. Two months ago I would have been prepared to meet, and to meet fully every argument presented in favor of the efficiency of private management as contrasted with the efficiency of Government management. But the question now is no longer debatable."

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

The Boston Wood, Wire and Metal Lathers' Union No. 72 has prepared a new wage contract which calls for $1 an hour, instead of the present 75-cent rate.

The New Albany Electrical Workers employed by the United Gas and Electric Company suspended work to enforce a wage awarded by the National War Labor Board.

The Department of Labor has created the office of director of citizenship to teach American ideals to alien residents. Details of this educational work have not been developed.

The Seattle Teamsters' Union No. 174 has secured a new agreement with the Team Owners' Association, representing nearly 400 employers. Wages of 1,800 workers are raised 25 cents a day.

The Massachusetts Minimum Wage for Women employed as cleaners by private employers in office and other buildings, is now in effect. The regulation calls for 30 cents an hour for night work and 26 cents an hour for day work.

Officers of the Bakery and Confectionery Workers' International Union have sent an address to every affiliate urging that formal demand for abolition of night work be made when wage scales for the year are presented on May 1.

The Boston Painters and Decorators have secured wage increases. The new minimum for painters will be 82 1-2 cents an hour and 87 1-2 cents an hour for decorators. The work day will be eight hours for five days a week, making the work week 40 hours.

The National War Labor Board has ordered a wage advance of 10 per cent. to members of Brush Makers' Union No. 35, employed by the Chicago (Ill.) Brush Manufacturing Company. The award dates back to November 1, of last year and time and one-half shall be paid for overtime.

The Fresno Stereotypers and Electrotypers' Union No. 104 has signed a new wage scale with the newspaper publishers. Foremen are advanced to $6.50 for night work and $6.25 for day work; journeymen, $5.75 for night work and $5.66 2-3 for day work. The old scale was $5 for night and day foremen and $4.50 for night and day work done by journeymen.

Officers of the International Fur Workers' Union announce that the 44-hour week has been won in Boston, Chicago and Montreal. A prior statement announced the same condition in New York City. In Montreal, it is stated, the memory of the protracted strike in 1917 moved the employers to compose differences with employes. At one time a strike seemed imminent because of the employers' seeming determination to fight.

The Los Angeles Typographical Union No. 174 has signed a two-years' wage agreement with local newspaper and linotype shop proprietors. Wages are increased $4 a week the first year and an additional 50 cents a week will be paid the second year. The agreement is retroactive and dates back to the first of the year. The union has been conducting negotiations for four months, but because of the retroactive feature of the contract the printers lose nothing by the long-drawn-out negotiations.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aasgaard, Andrew
Aais, John
Abrahamson, John
Ackerstrom, P. R.
Alen, Hans
Akesen, A. R.
Albrigthsen, Gabriel
Alexio, Hakan
Alexanderson, C.
Alton, Nestor
Andersen, Andrew
Andersen, Bernhard
Andersen, Gustaf
Andersen, Gustaf Adolf
Andersen, Ferdinand
Andersen, Ludvig Harry
Andersen, John N.
Andersen, Oscar
Andersen, Kasmus
Andersen, Sixtuo
Anderson, Olaf
Anderson, Martin
Anderson, Otto E.
Anderson, John Fred
Anderson, Charley
Anderson, Paul Walfred
Anderson, Sam
Anderson, Adolf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Antonsen, Anton G.
Bach, Lars
Ball, W. J.
Bang, Robert
Barrington, Paddy
Bassen, Geo.
Berg, Harry
Berglund, Iver
Bergquist, Axel
Bergquist, Geo.
Bergston, Carl
Bergstrom, Karl
Berensen, Albert
Berentsen, Albert
Bendixen, Hans
Bennett, Robert
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Booton, T. R.
Bowman, O. W.
Brumley, S.
Bracker, Hans
Brandt, Otto
Brund, Nils
Bugge, J.
Buhman, Hans
Burrows, S. W. F.
Caben, Adolf
Caglan, Joe
Carney, James
Carrol, J.
Carlin, Carl A.
Carlsen, Harald
Carlsen, Louie
Carlsen, Oscar
Carlson, Chas. H.
Carlson, Martin
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Chamberlain, L. C.
Christiansen, Christian D.
Christensen, Hans
Christofferson, Hans
Cunningham, James
Dahlberg, Eric
Dahlstrom, Arthur
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Harold
Deneen, Henry A.
Douglas, Walter
Dracheck
Drage, John
Dryer, Tryeve
Duveland, Carl
Dunn, Willfred
Dutton, Henry
Eaton, Isaac N.
Ekendahl, Walter
Ekwall, Gust
Eriksen, Karl K
Ellisen, Hans A
Ericksen, Kristoffer
Erickson, Eric
Ellingsen, Erling
Elstad, John
Ellison, John E.
Engberg, Oscar
England, Charles Ragnar
Engstrom, Fred
Erickson, John
Ettier, Frank
Evelinfeld, Louis
Fernquist, C. W.
Forsberg, John Moritz
Forstrom, Oskar
Forsberg, S. L.
Flemming, W.
Framnes, Ivar
Framnell, Arthur
Frederiksen, J. Fr.
Fritz, John
Gabrielsen, Peder
Graunberg, Theodore
Grimeland, Daniel
Greighton, Paul
Gibson, William
Gullfelt, Anker
Gustafson, Oscar
Hansen, Siguard H.
Hansen, N.
Hansen, Hartvig
Hansen, Johannes
Hansen, Oscar
Hallberg, Oscar
Hallnero, Magnus
Halversen, C. H.
Harrington, Quinn
Hawold
Harris, Francis
Hayes, C.
Heger, Clarence
Helander, Chas.
Helvik, Fred
Hendriksen, Robert D.
Herneo, C.
Hill, Fred A.
Hilliard, C. R.
Holst, Herman
Holmberg, Ernest
Holmstrom, Harry
Hope, Martin
Howard, Geo.
Hvid, H. P.
Hvid, Hans
Huber, Chas. Luther
Jacobsen, Oscar
Jacobsen, Johan
Jacobsen, Hendrik
Jacobus, Adrianus
Johansen, C.
Johnsen, Angell
Johnsen, Carl R.
Johnsen, A. W.
Johnsen, Halvor
Johnsen, Jacob
Johnsen, Gus
Johnsen, John
Johnsen, Alexander
Johanson, Carl
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Johanson, J.
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Johanson, Charles
Johanson, Adler
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Jorgensen, Ed.
Jensen, Henry
Jorgeson Fredrick
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Jensen, Jens
Jimenez, Ernest
Karlsen, Oscar
Karlsen, A.
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Karlson, Ingvald
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Kelly, D.
Keane, John
Kellema, Mees
Kother, H.
Klinteberg, S.
Karlstrand, Gus
Kloe, A. E.
Kaleva, Johan
Kofoed, Geo.
Kulek, John
Knudsen, B.
Larsen, L. A.
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Lafstrand, Gust
Larsen, A. M.
Landstrom, G. H. M.
Lilliegren, S. D.
Madsen, W.
Madsen, Christian H.
Magnusson, L.
Maher, Thomas
Maher, William F.
Martensen, Kristian
Mangsted, J.
McGregor, J.
McCoy, James
McLeod, Angus
Mortensen, J. R.
McGuire, J.
McPherson, James
McDonaugh, F.
Mikkelsen, Kristian
Mikkelson, Erick
Mikkelsen, Lars
Moline, Avguet
Morrison, William
Mark, Karl
Middlemas, Andrew
Maares, J.
Messcoll, Mat
Meskill, Mat.
Miller, A.
Mitchell, Alex
Milder, Albert
Miettinen, John
Mortensen, K. A
Myammes, Johan
Murray
Nazel, Adolf
Nero, Louis
Nelsen, Isaac
Nelson, Axel W.
Nelson, Chas.
Nelson, Axel
Nelson, Laurits
Nielsen, Axel
Nielsen, Christian
Nielsen, A. A.
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Nolan, James
Noohis, P.
Nordquist, Karl Nils
Nurhmen, Edward
Nyman, Sigurd
Oberg, Joe
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olsen, Nic
Olsen, Albert
Olsen Ingvald
Olsen, C. E.
Olson, Geo.
Olson, Ben
Olson, John H.
Olson, Oscar
Olson, Joseph
Olson, John
Orling, Gust
Oneleote, L. T.
Overturf, J. C.
Pauchec, Carl
Peckstrom, George
Pedersen, Karl
Pedersen, P.
Pedersen, N. B.
Petersen, Charles
Peterson, O.
Peterson, Walter
Peterson, C. H.
Petterson, A. K.
Petterson, Herman
Petterson, Charles
Pearson, Gustav
Pearson, Johan
Pendville, Nicholas
Punis, Anthony
Punis, Anthony
Quandt, A.
Raad, Sigurd
Rasmussen, Peter
Renheim, Oscar
Reinhold, Gustaf
Renstrom, Peter
Revheim, O.
Resnas, Geo.
Robinson, W. N.
Rontved, I.
Roon, Oscar
Ronning (package)
Roskinen, Waino
Rosen, E. H.
Revheit, Oscar
Richardson, J. W.
Rimer, Robert
Ring, Walfrid
Reed
Reed, Nels
Rummen, Edvin
Rydquist, Carl H.
Rylander, Rudolf
Sandanger, Ole
Sanseter, Paul
Sather, H.
Sandstrom, Carl Albin
Sassa, Hjalmar
Scarbo, Ole H.
Sciron, T.
Schmer, Harm
Schermaker, Anton
Schmidt, Emil
Scon, Arthur
Sorensen, Mauntz
Sohlberg, Olof
Sorger, E.
Sjogren, John
Syversen, Oscar
Samuelsen, Edward
Salomon, John
Strand, Louis
Strand, Charles
Strom, Oscar
Staff, Charles
Staff, Charles
Sears, Guy Loren
Streiner, John
Swanson, Rasmus
Swarson, Will
Swenson, John
Swerdrup, Thowald
Skjoldenborg, Freidjove P.
Sverdrup, T.
Swanson, Wm.
Tabiassen, Tobias
Taft, H.
Taft, Hans
Taft, Peter
Tallaksen, Arthur J.
Tangeroos, Lars
Tangerwas, Ole
Tharstensen, Carl B.
Thompson, Peder
Thorsiensen, Carl
Thoreen, Herman
Thoreen, Carl
Thorsson, Victor
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Torrance, John
Toyra, Adolf
Traverson, Louis
Tuomien, John
Turner, John
Waldham, Chester
Walgren, John F.
Wanter, John
Ween, P.
Weinberg, Edward
Williams, O. C. W.
Wilkeson, Dave
Wink, Pete
Witonen, Carl
Winters, Robert
Wilson, C.
Witanen, Carl
Williams, John
Wick, John
Williams, T. C.
Wilson, Alex
Witte, Louie
Wilhelmsen, Martin
Wold, Peder
Wrieboden, W. van
Vanus, Hugo
Unwin, Harry
Undelstvedt, Bernhard
Zolenk, A.

Aberdeen, Wash , Letter List

Albers, Geo.
Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Christensen, Harry
Doll
Eliassen, H. C.
Fischer, Chas. O.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
Hederstrom, T.
High, Edward
Holm, Wm.
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen John F.
Johnson, Ed. C.
Johnson, Gust
Johnson, Hilmar
Khamp, S.
Kennedy, J. R.
Lampe, Fred
Magnusson, E. W.
Malkoff, Peter
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Pedersen, N. B.
Hahlf, J.
Risenius, Sven
Rosenblad, Otto
Soderlund, Uno
Svenson, B.
Sundquist, Walter W.
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.
Wilson, W.

Alaska Fishermen

San Francisco

Anderson, John
Dandman, John
Danertson, Arthur
Erickson, J.
Ericksen, John
Gullefsen, Hans
Glynn, Frank
Hanson, L.
Hanson, Emanuel
Hansen, J.
Johanson, F. C.
Jensen, A.
Jorsel, C. A.
Johansen, Gus
Johanson, J. G.
Jacobsen
Jeuett, Charles
Kjendalen, Ole V.
Kuhn, J.
Kruger, Wm.
Kittilsen, Carl
Lindberg, A.
Larsen, Olof
Mittchel, Joseph
Mikelson, Peter
Norberg, J. A.
Nyberg, Gust
Nannestad, Arthur
Nilsen, Emil
Norberg, Herman
Olson, Anskar
Repanen, Andon
Sheldon, C. B.
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Steen, J. T.
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INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

H. Lincoln and Joseph E. Reed, who were seamen on the bark "Mashulu," when boatswain John Wallin was hurt at Melbourne, on January 29, 1918, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., or boatswain John Wallin, U. S. Marine Hospital, San Francisco. 1-8-19

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INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

You Want the Truth

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Home News

Deposits and resources of national banks outside of New York city on March 4 were the greatest ever reported and were notably large in country banks.

Unfinished housing projects, undertaken during the war by the Government to relieve congestion in several industrial centers will be completed before the end of this month.

The Bangor Historical Society has just come into possession of an iron kettle which came to America in the "Mayflower," the utensil belonging to Governor William Bradford of Massachusetts.

American dairy cattle are to be sent to devastated districts of France where they will do their "bit" toward restoring the health of children. More than 100 head will leave New York shortly.

Unless pardoned by President Wilson, Eugene V. Debs, Socialist leader, probably will begin serving in the penitentiary at Moundsville, W. Va., his ten-year sentence for violating the espionage act about May 1.

Mexican border passport regulations are practically suspended in a zone forty miles south of the border. Hereafter bona fide citizens of the United States may obtain permits to cross the border on verbal application.

Cable messages for inhabitants of German territories on the left bank of the Rhine occupied by the allied forces will be accepted at the sender's risk. Messages to members of the occupying forces are restricted to personal and domestic affairs.

Continuing decline during March of deaths from influenza throughout the country is noted in the Census Bureau's weekly health report. The deaths from influenza for each of the four weeks ending March 29 were, respectively, 946, 932, 737 and 655.

Recruiting by airplane is to be adopted as part of "a whirlwind campaign" by the Army for enlisting its new peace forces. From air service stations throughout the country aviators will shortly swoop down on anything that looks like a town and convert young men to the desirability of any Army career.

A course of action intended to prevent foreigners leaving the country with income taxes unpaid has been arranged by the Treasury and State departments. Before an alien can obtain a passport, he has to produce either a receipt for his income tax, in full to date, or an official statement that no tax is due.

The internal revenue bureau has begun to comb the country for income tax dodgers. Commissioner Roper sent instructions to all collectors urging them to gather from all employers of labor the names and addresses of persons in their employ who were paid more than $1,000 last year. This information must be in the hands of collectors by May 15.

Secretary of War Baker is in "hearty concurrence" with suggestions made by Lieut. Col. S. T. Ansell, regarding changes in the court-martial system, if the present laws prove to be defective, a letter from Adjutant General Harris to Colonel Ansell said. Disagrements between Ansell and Judge Advocate General Crowder were regretted by Baker. He declared, the letter said, that Crowder had not begun the "personal comment" indulged in.

Domestic and Naval

A Shipping Board announcement states that the American Merchant Marine now represents nearly one-fifth of the entire sea-going tonnage of the world, and comprises 46 per cent. of all ships clearing from the United States ports, as compared with 9.7 per cent. prior to the commencement of the war in 1914.

A new navigation company named "Lloyd Latino" has been formed at Genoa with a capital of Lire 1,000,000 entirely paid up. The new company has been constituted by French and Italian capitalists and on the French side the subscription has been taken up by the Societe Generale de Transports Maritimes a Vapeur.

In pursuance of its policy of expansion to meet the demands of peace-time passenger and freight traffic the Cunard Steamship Company, Ltd., has made arrangements for an office in the port of Antwerp, Belgium. The office is situated in Hansa House, with entrance from the Canal aux Sucres and also from the Quai Van Dyck.

One hundred and fifty-one U. S. Shipping Board vessels, representing a tonnage of 950,000 deadweight tons are now plying the Atlantic and Pacific with food supplies for the starving lands. Based on reports received up to April 1, the Board announced this is an increase of 150,000 deadweight tons over ships in service on March 1, and an increase of 600 tons over December 1, 1918.

The British Government have entered into an agreement with Norwegian owners to grant facilities for (1) the building of 35 ships of about 50,000 gross tons to replace vessels lost while under requisition by the British Government, and (2) for the laying down of about 260,000 gross tons in each of the three years after the cessation of hostilities. This agreement is in return for extremely valuable financial and tonnage assistance rendered to Great Britain during the war.

Rear-Admiral Clarence S. Williams has been detached from command of Division No. 1 of the Pacific Fleet and ordered to the Naval War College at Newport, R. I., as chief of staff. Naval orders published also show that Captain Herbert G. Sparrow has been detached from the cruiser "Chicago" and assigned to duty at the War College. Captain D. W. Todd, who has been the chief cable censor at the Navy Department, has been assigned to command the armored cruiser "Pittsburg," formerly flagship of the Pacific fleet.

Ship production throughout the entire world in 1918 aggregated 5,447,444 gross tons, a figure never before approached. The total is 63 per cent. higher than the output of 1913, record pre-war year. The records compiled by Lloyd's Register show the production in the United States was 3,033,030 gross tons, a total greater than the entire output of the United States during the ten years, 1907-1916, three times greater than the 1917 record and 25 per cent. above the combined output of the rest of the world in 1918. Production in the United Kingdom was 1,348,120 tons; in Japan, 489,924 gross tons; in Canada, 258,191 tons.

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Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Ahlburg, Max
Ahlfors, Arthur
Ahlstrom, Andrew
Akerman, V.
Alne, G.
Altonen, Karl
Alto, Henry
Amundsen, A.
Andersen, E. -2114
Andersen, N. -1549
Anderssen, Hans C.
Anderson, Axel
Andersen, Olaf
Anderson, Gustaf A.
Anderson, John

Baardsen, F.
Bakby, C.
Ballod, F.
Barlow, P.
Basanta, Antonio
Beck, John A.
Benson, Hige
Benson, S. -986
Benstrom, Axel
Berg, Harold
Berseth, R. J.
Bergman, G. A.
Bergstrom, Joseph
Blackwood, S.

Campbell, D. C.
Carruthers, M.
Carlson, C. Aug.
Carlson, E. S. -1769
Carlson, G. A.
Carlson, G. R. -776
Carlson, Gunnar
Carlson, Oscar
Carlsson, J. -1763
Carr, R. W.
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Catechi, C. V.
Chaplis, J. A.
Christensen, H. C.
Christensen, A. J. P.
Christensen, Harry

Dahl, Louis J.
Dahlgren, W. A.
Dahlstrom, Sven
Damberg, A.
Darrak, Kenneth
Darwick, Th.
Deswert, W.
De Rady, Henry

Edmann, O. -557
Edwards, John
Engstrom, Ben
Ericsson, C. L. E.
Eriksen, Ole
Erickson, John
Erikson, A -571
Eriksson, Edw.
Erikson, Gustaf E.

Fagerlie, O.
Falck, Axel
Fingberg, A.
Fjellman G.

Gallagher, W. J.
Giske, K.
Goodmans, G.
Graham, Eric
Gregg, Oliv.
Gronroos, John
Gronroos, Iver

Haave, N.
Hackensmith, R. C.
Hagerty, W. J.
Haggkvist, C.
Hakala, Paavo
Hallen, Victor
Halversen, Erling
Halvorsen, O. -1672
Hanschman, W.
Hansen, H. H.
Hansen, Henry
Hansen K.
Hansen, M. -968
Hansen, Rasmus
Hansen, Raynolds
Hanson, Kai L.
Hanson, Ola
Hanssen, Nikolai
Hansson, O. Rudolph
Hapamaki, A.
Hartog, J.
Ibsen, Marius
Ingvaldsen, Arthur
Irmy, Feodor

Jacklin, Chas.
Jacobsen, Joakim
Jacobsen, Jacob

Anderson, Otto
Anderson, R. P.
Andersson, -1781
Andersson, C. J. -2185
Andresen, Almar
Anguiano, Rest.
Antonsen, A. M.
Applequist, John
Arentsen, Julian
Aronis, J. D.
Arvidson, Nels
Asberg, Chas.
Ask, A. E.
Augustine, A.
Aunberg, John S.
Auslitz, J.
Axelsen, Geo.

Blindheim, A.
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Blomgren, Adolf
Bodie, W. L.
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Breeze, G. B.
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Burnsey, C.

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Christensen, Oskar
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Christenson, Hans
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Flint, C. D.
Fridge, H. O.
Frizzel, R. L.

Gulfeldt, A.
Gundersen, Andreas
Gundersen, N. F.
Gundersen, Ole
Gunderson, E. -1032
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Hering, Alfred
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Johnson, Michael

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Jaderholm, H.
Jans, H.
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Jarzombek, J.
Jensen, Toney
Jensen, E. A.
Jensen, H. -2425
Jensen, Hans
Jensen, Laurens
Jensen, Niels
Jensen, Oscar A.
Jessen, C. A.
Jewett, Chas.
Johannessen, Alf.
Johannessen, B. E.

Kaktin, Ed.
Kallberg, Arvd.
Kane, John
Karlisson, John
Karlsen, Einar
Karlsen, -1190
Karlson, Oskar
Karlsson, August
Kelly, E. -1015
Kennedy, J. R.

Larsen, Alf
Larsen, Emil
Larsen, Finwald
Larsen, Ing.
Larsen, John
Larsen, M. -1710
Larson, J. -1209
Larsson, Carl S.
Larsson, G. L.
Larsson, Ragnar
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Lefter, John A.
Langworthy, E. C.
Lewis, Harry S.
Liksna,
Lind, S. -2135

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Magrude, O. G.
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Meyers, G. R.
McLeod, John

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Nelson, Rangvald
Nelsson, Hj.
Ness, E.
Nicolaisen, O.
Nielsen, K. - 1314
Nielsen, Kristian

O'Connor, R.
Olafsen, O. B.
Olausen, K.
Olausen, Louis
Oleson, Fred
Olsen, Andrew
Olsen, Charley
Olsen, Harry
Olsen, N. -1372
Olsen, Peter
Parks, L. F.
Paulsen, Aksel
Pedersen, H. -1560

Johnson, Oscar
Johnston, Leslie
Johannessen, A. -1487
Johansen, A. E. -2412
Johansson, Bernard
Johnson, John E.
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Johnstone, J.
Jones, E.
Jorgensen, -2458
Jorgensen, Robert
Jorgensen, A. N.
Jorgenson, Jorgen
Jurgens, A.

Kipste, Chas.
Kirkham, Goe
Klintenberg, S. H.
Knapp, Adolph
Knockenhauer, H.
Knudsen, Hans
Kooistra, S.
Kornelius, Martin
Koski, Juho
Krummers, Adam

Lindblad, F. G.
Lindblad, L. Gust.
Lindblom, A.
Lindblom, B.
Lindgvist, Chas.
Loberg, Bror
Loughrey, C. W.
Lugar, Jack
Lund, Axel
Lundberg, Th.
Lundquist, R.
Luoto, Waino
Ludtke, E. -1645
Ludvigsen, L.
Lundroth, Edvin
Lyngaard, J.

McNair, H. S. S.
Miller, James
Miller, Tom
Miller, W. J.
Milne, H.
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Moore, M. H.
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Morrison, Phillip
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Nilsen, Ferdinand
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Nordstrom, E.
Nielsen, H. P. R.
Nunes, C.
Olsen, William

Pedersen, K. A.
Pederson, Torvald
Peters, Joseph M.
Petersen, V. -1949
Peterson, Gus
Peterson, O. -1551
Olson, Edw.
Olson, Axel
Oosten, B
Ortman, Carl
Ostlund, John
Overwick, Th.

Pettersen, Higbert
Pettersson, Knut
Pettibone, G. W.
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Rasmussen, Jack
Rautio, Jack
Redinger, M.
Roberts, Alberts H.
Rod, Halfdan

Sahlin, Nils
Samleson, H.
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Saunders, D. A.
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Punis, A.

Roddy, Anthony
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Ross, Rudolph

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Sorensen, N. -2447
Sorensen, Olaf
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Stevensen, Aug.
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Strom, K.
Svensen, Geo.
Svensson, Anton
Swanson, J. -2907
Syversen, Ansgar

Torgerson, Torger
Tovey, Albt.
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Jewett, Chas.
Johansen, S. R.
Johaneson, K.
Long, C.
MacDonnell, W. A.

Malmin, T.
Martindale, John
Mayes, J. B.
Monroe, A. J.
Ness, Erling
Olesen, Chas.
Olsen, E.
Olsen, H.
Olsen, Ole
Olson, Knut
Overwick, Thos.
Paal, K.
Peterson, Knut
Ryger, H. W.
Rohman, George
Swanson, S. -2907
Tandberg, Einar

INFORMATION WANTED.

Charles Fraser, Otto Hanka, Karl Olsen, Wm. B. Pierce and Thos. Wostenholm are inquired for. Any one knowing their whereabouts will please communicate with J. T. Smith, of M. Thompson & Co., 112 Market Street San Francisco, Cal. 5-7-19

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father, Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal. 4-30-19

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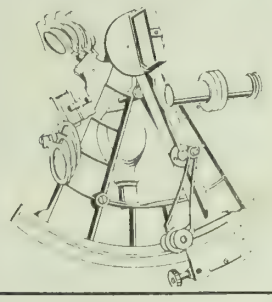
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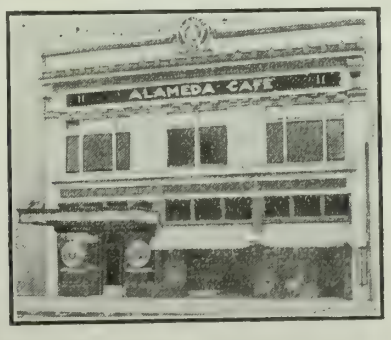

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News from Abroad

Every German town and city which had its own garrison, of which it has been proud for decades, has been officially notified by the National Assembly that it has been decided to disband the German army.

Norway, Sweden and Denmark are working through a co-operative conference to procure good and sound food for the people of the Scandinavian countries. The program of the conference will be submitted for approval to the governments of the three nations.

The British military representative has notified Dr. Otto Bauer, Foreign Minister of German Austria, that the British Government had authorized him to declare that if disorders occurred in German Austria, imports, including food and raw materials, would be stopped immediately and entirely.

A Hungarian Government wireless dispatch says, the Budapest authorities have opened the safe of the Hungarian Allgemeine Kredit Bank, containing the jewels of Joseph Hapsburg, Former Archduke Joseph, and his family including diadems, collars and diamonds valued at more than $810,400.

The League of Greek Refugees has sent a telegram to President Wilson and the allied Premiers at Paris, asking that the allied powers intervene in Asia Minor in behalf of the inhabitants of Northern Cappadocia, where thousands are dying from starvation. The territory is largely inhabited by Greeks.

In contravention of the Russo-Chinese treaty, which is now regarded as having lapsed, the Chinese Government has sent 500 Chinese troops to Urga and a similar number to Kiachta, and it is indicated that additional men may be sent later. The Russian legation has presented a note to the Government protesting against this dispatch of Chinese troops into Outer Mongolia.

The Swiss Government announces that it has given permission for former King Ludwig of Bavaria to reside at Ziers, in the Canton of Grisons, in a home for aged Catholic priests, which forms a wing of the ancient capital of Salist. The King has been living in Liechtenstein. Permission also has been granted to several former Austrian Archdukes to come to Switzerland on condition that they undertake to refrain from all political activity and propaganda.

Australia's total casualties during the war, with the figures brought up to February 8 of the current year, totaled 307,900, according to a statement made public by the Government of the Commonwealth. The total forces of Australia, raised by voluntary enlistment, numbered 400,000, out of a total population of less than 5,000,000. The casualties are divided as follows: Death, 58,035; missing, 193; prisoners, 430; wounded, 166,606; sick, 82,409, unspecified, 219.

Vickers, Limited, are about to start a transatlantic service with airships which the company was building for the British Navy when the armistice was signed and which are no longer needed, the Pall Mall Gazette says. The passenger rate will be £48 and mail will be carried at the rate of £405 a ton. The pioneer ship will have a gas capacity of 1,200,000 cubic feet and engines of one thousand horse-power. Larger ships are being designed to carry two hundred passengers.

With the Wits

Teacher—What do you know about Aladdin's lamp?

Willie Willis—If he's the new kid in the back row, I'm the guy that blacked it for him.—Judge.

"Brevity is the soul of wit," quoted the ready-made philosopher.

"Yes," replied Senator Sorghum, "but it's no good in a filibuster."—Washington Star.

Judge (to witness)—Why didn't you go to the help of the defendant in the fight?

Witness—I didn't know which was going to be the defendant.—Boston Trianscript.

"Tough guy, aint you?" "It's this way, pardner. Even when a baby the only rattle I ever had was one my ma got offen a rattlesnake."—Louisville Courier-Journal.

"Blithersby says some hard things about the capitalistic class." "That's true. But if a certain mining venture of Blithersby's had proved a success you couldn't have forced a socialistic word out of him with a crowbar."—Birmingham Age-Herald.

"I see where they are going to have a cat show in New York for the soldiers and sailors." "Well, the profits ought, of a show like that, to amount to a considerable purr-cent."—Baltimore American.

"I understand you have a number of the old masters in your gallery." "Gallery?" echoed Mr. Cumrox. "Nonsense! I've got 'em right down in the front row."—Washington Star.

"Just a minute, mister." "Yes?" "My wife is starving." "So's mine," responded the affable millionaire. "It's tough on the girls, but it's the only way to get a fashionable figure."—Louisville Courier-Journal.

Rastus (just back from the army)—Yessah. I dun had ten thousand dollars war insurance on mah life when Ah was in de war.

Sambo—Gwan, niggah! Ten thousand dollars jest on you! Why, ain't dat more'n the hull war cost?—Life.

"Why do you object to the League of Nations?" "On musical grounds. After singing 'My Country, 'Tis of Thee,' all these years I don't want the mental effort of changing to 'Our Countries, 'Tis of Those.'"—Washington Star.

"Do you read what the newspapers say about you?" "Every line," said Senator Sorghum. "A politician who doesn't read what the newspapers say about him stands no more chance than an actor who tries to make up without the aid of a looking glass."—Washington Star.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 36. SAN FRANCISCO, WEDNESDAY, MAY 14, 1919. Whole No. 2538.

THE SEAFARERS' CONFERENCE

Second Instalment of Official Reports Submitted by American Delegates

In this issue the Journal submits the second instalment of a series of reports, etc., on the recent International Seafarers' Conference held at London and Paris during February and March.

This was the first international conference at which none but organized seafarers were eligible for representation.

It was a gathering of an unusual character, considering the services rendered by the merchant seamen during the world struggle to crush the autocrats of Central Europe.

Readers of the Journal are again urged to peruse these reports with care, for in the very nature of their calling the seamen of the world must necessarily remain in the vanguard of International Unionism.

(Continued from last week.)

The Seamen's Conference began at ten o'clock on March 11 and continued with intermittent adjournments until the evening of March 14. The verbatim report was taken down in French, it will be translated into English, and sent out along with the other verbatim report. Upon its arrival it might with advantage be given the same treatment as we recommended for the verbatim report of the London Conference. We shall therefore at this time simply indicate the actions taken at Paris.

First: In seeking to make arrangements to execute the resolution dealing with a standard wage, it was decided that the wages of the sailors and firemen (deck and engineers' department) had been settled and would stand.

Second: That the wages in the stewards' department had not been sufficiently determined and that therefore all information about the wages of the different countries must be sent to the Secretariat within six weeks, and then to be finally acted upon.

Third: Officers' wages were to be left to a committee to be selected by the officers themselves, to gather information and to report to the Secretariat at the earliest opportunity.

A resolution instructing the Secretariat to endeavor to bring about an international conference of shipowners was proposed and adopted, we opposing the resolution and voting "No."

A resolution giving the Secretariat the power to carry out resolutions adopted in London and Paris was proposed and adopted; under the impression that it would include the resolution to submit everything to the Peace Conference, we opposed the resolution and voted "No."

A resolution requesting the Allied Powers to insist upon compensation from the Central Powers for all murdered or injured seamen amounting to at least one thousand pounds each, was proposed by the French delegation. A substitute was offered by the representative of the English masters and officers, and this substitute was adopted; we opposed this resolution as it was written by the French and the English, and voted "No," our position being that all seamen being on board of armed vessels were on war vessels, and as such were men-of-war men.

A resolution was proposed to endorse the claimed promise by England and the United States to assist France in restoring French tonnage, and was unanimously adopted.

A resolution to give all possible assistance to master, officers, engineer-officers and pilots in obtaining conditions, wages and legislation, was unanimously adopted.

The resolution adopted in London that all resolutions adopted by the Conference be laid before the Peace Conference, was introduced. We opposed it upon the grounds that it would submit the seamen's future to the International Conference on International Labor Legislation, the constitution of which was not yet agreed upon, and which promised to be of such nature as to give the seamen no hope and to the American seamen no safety. We moved as an amendment that it be laid over at least until the composition and power of such body shall be decided. In this we obtained the active support of the French and Swedish delegations; whereupon, the resolution was unanimously laid over, and was not further considered by the Conference. There is therefore no power to submit anything done to the Peace Conference.

A resolution was proposed to amend the laws relating to wireless telegraphy and dealing with wireless operators, amongst which was a request to the different nations to make the operators officers on board of ships. This resolution was opposed by us and the British, because it was a new matter with which we were not prepared to deal, owing to lack of information. The resolution was withdrawn and the wireless telegraphers were invited to furnish to the Secretariat full information, so that it might be taken up and dealt with in the next conference of the International Seafarers' Federation; whereupon the Conference adjourned to meet at the regular time at a place to be later determined by the Secretariat.

Respectfully,
(Signed) ANDREW FURUSETH.
EDWARD P. FLYNN.

Paris, March 16th, 1919.

We three American delegates, after considering the situation, here and in Scandinavia, have agreed that Furuseth may have to remain here some time after we leave, and that it appears in the best interests of American seamen especially, and seamen generally, that Furuseth should again go to Scandinavia.

(Signed) WILLIAM L. CARTLEDGE.
PATRICK FLYNN.
ANDREW FURUSETH.

ADDITIONAL REPORT.

March 24th, 1919.

Comrade Flynn left Paris on the 18th instant, when we thought everything about set. I went with him to the station and then came back to see Mr. Robinson, who told me that everything had been upset and that it had been agreed by a sub-committee that Sections 19 and 20 were to read as follows:

New Article XIX.

"When the Conference has decided on the adoption of proposals with regard to an item in the Agenda, it will rest with the Conference to determine whether these proposals should take the form (a) of a recommendation to be submitted to the high contracting parties for consideration with a view to its being effected by national legislation or otherwise, or (b) of a draft international convention for ratification by the high contracting parties.

"In either case a majority of two-thirds of the votes cast by the delegates present shall be necessary on the final vote for the adoption of the recommendation or draft convention, as the case may be, by the Conference.

"A copy of the recommendation or draft convention shall be authenticated by the signature of the President of the Conference and of the Director and shall be deposited with the Secretary-General of the League of Nations. The Secretary-General will communicate certified copies of the recommendation or draft convention to all the high contracting parties.

"Each of the high contracting parties undertakes that it will, within the period of one year at most from the end of the meeting of the Conference, bring the recommendation or draft convention before the authority or authorities within whose competence the matter lies for the enactment of legislation or other action.

In the case of a recommendation, the high contracting parties will inform the Secretary-General of the action taken.

In the case of a draft convention, the high contracting party will, if it obtains the consent of the competent authority or authorities, communicate the formal ratification of the convention to the Secretary-General and will take such action as may be necessary to make effective the provisions of such Convention.

"If on a recommendation no legislative or other action to make such recommendation effective is taken, or if the draft convention fails to obtain the consent of the authority or authorities within whose competence the matter lies, no further obligation shall rest upon the high contracting parties.

"In the case of a federal state, the power of which to enter into Conventions on labor matters is subject to limitations, it shall be in the discretion of the Government of such state to treat a draft convention to which such limitations apply as a recommendation only, and the provisions of this article with respect to recommendations shall apply in such case.

New Article XX:

"Any Convention so ratified shall be registered by the Secretary-General of the League

of Nations but shall only be binding upon the states which ratify it subject to any conditions which may be contained in the Convention itself."

This of course left the seamen entirely at the mercy of our British friends.

On the 19th of March the above Sections, 19 and 20, were adopted along with the rest of the constitution. It was assumed by the American delegates that this Labor Charter would contain a definite statement saving the Seamen's Act and also extending its principles. I did not feel that way and therefore promptly submitted to Mr. Robinson, to Mr. Barry, to Mr. Gompers and through them to Colonel House, the following memorandum:—

Paris, March 20, 1919.

MEMORANDUM:

On the Constitution of the Conference on Labor Legislation in Relation to the Seamen's Act of America.

"On behalf of the seamen we respectfully protest against the whole constitution—the representation and the powers granted—but more especially against Article XIX.

"There may be some question, about the extent to which the powers granted may go. It is, we think, possible to take the view that Conventions prepared and adopted by the Conference and obtaining the endorsement of the governing body must be ratified to preserve good faith and escape the punitive clauses in so far as the Nation has the power under its own Constitution to deal with the question by way of Convention or Treaty. But even if this be not the case there is certainly a moral obligation to ratify such Conventions."

The Consequence:

"The Seamen's Act was subject to strong opposition before it was enacted. The protests against it by other nations have continued. It compels equalization of wage-cost in operating merchant vessels and therefore gives to America—the high-wage Nation—an equal opportunity on the ocean in international commerce. This according to European and especially British opinion is contrary to the interests of Great Britain.

"The Conference on Labor Legislation meets and dominated by Great Britain and her self-governing colonies and dependencies uses the machinery provided to adopt a Convention, which in some form establishes an international law, when ratified, a principle to the effect, "that Seamen for the purposes of protection and discipline shall be subject at all times and places to the law of the flag under which he serves," and the Seamen's Act with its freedom for the seamen and its opportunity for America passes away if such Convention is ratified by the U. S. Senate.

"The seamen lose such protection as comes from the popular branch of our Congress and the fact that ordinary legislation must be enacted in the open under the searchlight of publicity.

"If it be contended that this is the situation now, our answer is, that an ordinary treaty with one nation has not the prestige that will be carried by a general treaty coming with the recommendations of the Conference on Labor Legislation and backed by the League of Nations.

"We feel that this machinery is especially arranged to cover this question and possibly the question of immigration. We cannot subscribe to any suggestion that this is not in the minds of the European delegates who insist upon the convention idea in place of the principle of recommendation.

"We cannot believe that the delegates from Great Britain and other nations are not acquainted with our constitutional limitations. We believe that they know and that they are either trying to over-reach the United States or to deceive their own people.

"If it be purely a question of the United States being part of a scheme to enforce something on other nations under the idea that it will, when dealing with working people other than those employed in interstate and foreign commerce, apply to the working people of the United States, then of course it is a deception of their own people.

"This constitution with its practically unlimited power granted resembles somewhat the first draft of the Constitution of the United States before the limiting amendments were adopted.

"There are limiting amendments—the Labor Charter—proposed here. They may or may not be adopted. If it should be adopted that: "A seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor, nor shall he be arrested, detained and surrendered to his vessel," then we seamen might feel safe under this constitution, otherwise not.

"Respectfully submitted on behalf of the Seamen by

"ANDREW FURUSETH.
"EDWARD PATRICK FLYNN."

On the 21st of March the so-called Labor Charter came up, and it became promptly evident that there was no disposition to put into that charter any definite statements that would save either the working men generally, or the seamen especially. Mr. Gompers made all the fight that he possibly could, but failed to get either the Thirteenth Amendment or the Seamen's Freedom adopted and nailed down. It was, however, finally adopted that: "In no case shall any of the high contracting powers be asked or required, as a result of the adoption by the Conference of any recommendation or draft convention, to diminish the protection afforded by its existing legislation to the workers concerned."

The following is a definite Report upon this matter submitted to Mr. Robinson, to be submitted to the American Peace Delegates, together with the memorandum dated March 20th:

SUPPLEMENTAL MEMORANDUM:

March 22, 1919.

"The Convention on Labor Legislation met on Friday, March 21, and in considering the Labor Charter or limiting amendments to its constitution reached the American proposal On the question of insisting that 'the labor power of a human being is not a commodity or article of commerce' the Convention voted 'Aye.'

"On the question of adopting as part of the 'Labor Charter' the Thirteenth Amendment to the Constitution of the United States—prohibiting slavery or involuntary servitude—the Convention—claiming that there is no such thing in Europe—voted 'No.'

"On the question 'that a seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor nor shall he be arrested, detained and surrendered to his vessel' the opposition as was to be expected was led by Great Britain. Mr Barnes, pleading for the seamen, opposed this declaration He was followed by Mr. Fontaine, for France expressing great sympathy with the seamen but feeling that this proposition must be laid over for some body of technical experts. He was followed by Italy whose representatives took the same position.

"Upon the request of Mr. Gompers an adjournment was taken in order that he might keep an engagement with the President of the United States.

"On reconvening this day Mr. Gompers made an earnest appeal for some guarantee that the working people who have reached a higher standard than the average which some future conference might be willing to adopt and requested that the question before the House be temporarily laid aside to consider such guarantee. This was agreed to and the following was adopted as a protocol to be read in connection with Article 19 of the constitution:

> "'In no case shall any of the high contracting powers be asked or required, as a result of the adoption by the Conference of any recommendation or draft convention, to diminish the protection afforded by its existing legislation to the workers concerned.'

"The French suggested that there ought to be either special organization or special meeting to deal with seamen's legislation. After some discussion and with the understanding that it meant 'eventually' this was adopted, the representatives from the United States voting 'No'.

"The question then recurred on the freedom of seamen. A vote was taken, American representatives and the representatives from Cuba voting 'Aye,' the representatives from England, France, Italy, Belgium, etc., voted 'No'.

"Most respectfully submitted.
(Signed) ANDREW FURUSETH."

It seems that the Seamen's Act is safe, together with such higher standards for other work people as have been attained in the several other countries but it should not be forgotten that there is nothing definite here. The Conference and the nations to which its draft convention are submitted will of course be the parties to determine what is to be considered as diminishing the protection afforded by existing standards to the workers concerned.

Respectfully submitted,
(Signed) ANDREW FURUSETH.

Since my arrival in London I have written the following letter to the President:—

"London, March 26, 1919.

"Honorable Woodrow Wilson,
President of the United States,
Paris, France.

My dear Mr. President.

Busy and over-burdened as you must necessarily be, I feel that I would not be doing my duty to you if I failed to send you this letter.

The representatives from the United States to the Convention on International Labor Legislation submitted two clauses for the proposed Labor Charter dealing with human freedom.

> 1. Neither slavery nor involuntary servitude except as a penalty for crime for which a person shall have been duly convicted shall exist.

This was voted down. The representatives from Great Britain leading the opposition.

> 2 A seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor nor shall he be arrested, detained and surrendered to his vessel.

This was also voted down, America and Cuba voted 'Aye', all the others voted 'No' under the leadership of Great Britain. If this had been adopted the several powers would have been debarred from imprisoning any seaman who might return to his own country after having deserted his vessel in some other country.

After a tremendous struggle the following was adopted as a protocol to be read in connection with Article 19 of the Constitution of the Conference on International Labor Legislation:

> "In no case shall any of the high contracting Powers be asked or required, as a result of the adoption by the Conference of any recommendation or draft convention, to diminish the protection afforded by its existing legislation to the workers concerned."

Since my arrival here I have submitted these matters to some English labor leaders. They were astounded and shocked.

It is my deliberate judgment that failure to write these two propositions into the Labor Charter will rouse, not only the working peo of America, but the working people of the world against this constitution and against the League of Nations. I do not charge that this was the intention, but considering the expressions from labor leaders here, it would look somewhat like that. With reference to the proviso or protocol, the men with whom I have spoken promptly caught the word "existing" and then said "This is crystallization."

I do not know if it be possible for you to write these two defeated clauses into the Labor Charter. I feel that you would desire to. I feel that I would be lacking in my duty if I did not furnish you with this information. I shall expect no answer.

Most respectfully and faithfully yours,
(Signed) ANDREW FURUSETH,

ADDITIONAL REPORT.

London, March 29, 1919.

Yesterday I learned that the Executive Council of the British Seamen's Union were to meet yesterday and to-day at Anderton's Hotel, in Fleet Street, and as a result I went to their meeting yesterday afternoon; at that time I spoke to several of them, stating that I had a truthful report to make to the seamen of Scandinavia as well as the seamen of America, and I did not want in any way to misrepresent either the statement or the position which the leaders of the British seamen are occupying, and for that reason I had two definite questions to put to them in their executive meeting.

At their convening to-day, Mr. J. Havelock Wilson called to their attention that I was present and that I wanted to put some questions, and he thought it might be better to do that at once. On a motion temporarily to lay aside the Agenda to hear me, it was adopted, and I proceeded to state that the American delegation to the convention for the making of a constitution for a Conference on International Labor Legislation, had submitted for the purposes of an International Labor Charter: First: The adoption and insertion of the Thirteenth Amendment to the Constitution of the United States. Second: A provision that a seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor.

I thereupon read the following letter which I had sent to the President of the United States:

"London, March 26, 1919.

"Hon. Woodrow Wilson,
President of the United States,
Paris, France.

"My dear Mr. President:

"Busy and over-burdened as you must necessarily be, I feel that I would not be doing my duty to you if I failed to send you this letter.

"The representatives from the United States to the Convention on International Labor Legislation submitted two clauses for the proposed Labor Charter dealing with human freedom.

> "1. Neither slavery nor involuntary servitude except as a penalty for crime for which a person shall have been duly convicted shall exist.

"This was voted down. The representative from Great Britain leading the opposition.

> "2. A seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor nor shall he be arrested, detained and surrendered to his vessel.

"This was also voted down, America and Cuba voted 'Aye', all the others voted 'No' under the leadership of Great Britain. If this had been adopted the several powers would have been debarred from imprisoning any seaman who might return to his own country after having deserted his vessel in some other country.

"After a tremendous struggle the following was adopted as a protocol to be read in connection with Article 19 of the Constitution of the Conference on International Labor Legislation:

> "'In no case shall any of the high contracting Powers be asked or required, as a result of the adoption by the Conference of any recommendation or draft con-

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Burleson Cornered by Unionist.

Resenting what he terms "an indictment against the nation" by Postmaster-General Burleson, in charging that the critics of his administration are actuated by political bias or selfish motives, Secretary-Treasurer Flaherty of the National Federation of Postal Employes, has reviewed organized labor's opposition to the postal executive.

"The truth is," said the trade unionist, "that every element in the nation is now aware of the obvious unfitness of Mr. Burleson for the position he occupies, and organized labor was the first group to publicly call attention to the fact.

"Labor is fighting Mr. Burleson not because of his zone-rate law or his suspension of the pneumatic tube service or his change in the system of compensating the railroads for mail carriage, but solely because he has no conception of modern industrial or economic problems. He still holds to the archaic chattel slavery idea that labor is a commodity. He is so constituted that he cannot understand the aspirations and the ideals of the American workmen over whose welfare political mischance has placed him.

"His viewpoint on labor questions is reflected in his votes as a Congressman. He voted against the Federal compensation law, the phossy jaw legislation, and he sponsored the iniquitous rider that sought to limit the tenure of civil service employes to seven years. This was a direct blow at the Federal civil service.

"For six years he has been Postmaster-General. In that time he has not made a single constructive recommendation for employes' legislation. On the contrary he sought to nullify the employes' eight-hour law and their weekly rest law; he endeavored to lower postal wage standards; he lobbied in person against the legislation giving postal employes increased compensation. In his report to the Sixty-fifth Congress he brutally referred to his employes' agitation for wage increase as a selfish attempt on the part of men already getting three times the wage of the soldiers in the trenches."

Pork Prices Risen 100 Per Cent. Since 1913.

Retail pork prices have jumped 100 per cent. since 1913, United States Labor Department figures show.

Hogs are more plentiful than ever before, according to Department of Agriculture figures, which show that in 1916 the total number on farms was about 67,000,000 head, while it now has jumped to more than 75,000,000 head.

Storage houses are jammed with pork, according to investigations made for the United States Chamber of Commerce.

Retail pork prices, then, are not responding to the normal law of supply and demand, officials say. According to this law pork prices should drop when hogs are plentiful.

But good bacon has soared 117 per cent. in prices paid at the corner grocery, nation-wide surveys of the Labor Department prove. Ham has gone up 99 per cent. and pork chops 93 per cent.

Similar boosts have not overtaken retail prices of other meats. Sirloin steak has jumped only 62 per cent. since 1913; round steak, 75 per cent., and rib roast but 65 per cent.

Hogs are now selling for more than $20 per 100 pounds wholesale at the packing cities. This represents an increase of nearly $5 per 100 pounds since March 1.

Farmers now are getting more for their hogs. But the increase in prices paid them is far below the increase in retail prices of pork cuts paid by the consumer, say officials.

Reason (?) for Child Labor.

Children must remain in industry that they may contribute to the family income, says the Washington Post, in discussing the new law which levies a 10 per cent. tax on the profits of a concern that employs children under 14 years of age.

The Post is not in sympathy with the theory that the coming generation must not be stunted in mill, mine and factory, and that the father should be assured a living wage. This is the way the Post would solve the child labor evil:

"In framing a child labor law the utmost care must be exercised to accomplish the desired result without inflicting hardship upon any one. It must be remembered that all children do not aspire to higher education or professional careers. There are those whom circumstances compel to begin wage earning at an early age in order that they may contribute to the family income. Their opportunities must not be infringed or their prospects curtailed. The new Federal law does not aim to prevent the employment of children in industrial establishments. Its purpose is to regulate that employment so that they will have the protection of law which will guarantee them reasonable hours and proper working conditions."

Poison Traced to Lead.

In a pamphlet on "Women in the Lead Industries," written by Alice Hamilton, M. D., and issued by the United States Bureau of Labor Statistics, it is stated that lead is by far the most common industrial poison, being responsible, according to Teleky, for no less than 95 per cent. of all the poisoning due to occupation.

The popular idea about lead poisoning, held especially by foremen and superintendents, says Dr. Hamilton, is that the workman poisons himself by eating his lunch without carefully washing his hands, but it is safe to say that there is abundant proof that lead dust and lead fumes, not lack of personal cleanliness, are responsible for most of the industrial lead poisoning in this country, as in all countries.

"If a man employed in lead smelting, for instance, were to get into his mouth every bit of soluble lead that is clinging to his hands at the end of a day's work he would not get as much lead as he breathes in during two hours' exposure to the dust and fumes in the air.

"It may be laid down as an absolute rule that the dustier the work the greater will be the amount of lead poisoning. In the pottery trade in the United States the writer found one case of lead poisoning for every seven women employed in lead work, while

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The total membership of over 1200 unions in England is put at nearly 4,500,000.

One hundred and twenty labor representatives in Manila signed a pledge to refrain from calling strikes while the Philippine Independence Mission is in the United States.

According to the "Torgovo Promyshiennaya Gazeta," there were in Russia at the beginning of 1918 25.000 consumers' societies, with a membership of 9,000,000 persons, and with a yearly turnover of 500,000,000 rubles.

A co-operative weaving mill is being built in southwestern Jutland, Denmark, for the purpose of making cloth from the wool in the surrounding district, which the people themselves can send to the factory and have woven.

With English agricultural laborers hereafter the weekly hours are to be 54 in summer and 48 in winter. Those from 18 and 19 to get three shillings weekly increase; 19 to 20 four shillings; between 20 and 21 five, and 21 and over six shillings.

An eight-hour bill for all classes of Swedish labor is said to be ready to be introduced in Parliament. Special legislation will be necessary for seamen and for workers in mines. The proposals, if passed, will come in force June 1, 1920, and elapse December 31, 1923. The immediate effect of the proposed bill is an enormous fall in the price of stocks, as manufacturers assert that wages now being paid will make it impossible for Swedish factories to continue production.

According to reports from the Canadian Department of Labor, the labor situation, so far as skilled workmen are concerned, is but slightly worse than normal, and not nearly so bad as at the end of 1915. Recently 1485 labor unions, representing a membership of 178,071 skilled workers, made reports to the labor department, which showed that of this number of workers 4,930 were reported as unemployed on December 31 last, this being a percentage of 2.42, as compared with the previous year of 2.17 per cent.

The following was penned by an Australian labor editor in a pessimistic vain: "Under our present system there are 237,714 organized workers in New South Wales and there are 268,000 unorganized workers in Sydney and Newcastle alone. Note that there are more unorganized workers in Sydney and Newcastle than there are organized workers throughout the State, yet we speak about our strength and **we sing lustily 'Solidarity Forever!'** Surely it is time that we, the workers, aroused ourselves from our long sleep and understood clearly where we stand."

Nationalization of the port of Buenos Aires having proved so effective in bringing the recent strike to a close, bids fair to become a permanent feature of shipping conditions of Argentina. Government control gave confidence to the strikers that their interests would be protected, and they returned to work, relieving a congested condition on the wharves by loading and moving out the cargo steamers. The Labor Unions are submitting a bill embodying this plan of nationalization to their congress. It has a good chance of being carried. It is supported by leading statesmen as well as by labor.

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Aalto, Harry	Hecker, William
Amundsen, Pete	Jones, E. L.
Anderson, Gunnar	Jensen, Jens
Anderson, Sven	Johansen, Fritz
Anderson, Axel	Johansen, N. A. -1604
Anderson, Frank	Johanson, John A.
Altman, E	Johansen, Carl
Anderson, Gust	Johnsen, John E.
Ake, Jack	Johnson, Eduard C.
Behne, W. A.	Jonassen, Johannes
Baggs, H. L.	Larsen, Johan. -1177
Bergh, Borge	Larsen, Martin
Billington, Martin	Lato, Eley
Brander, Wm	Lauritsen, Ole
Breien, Hans	Lechemus, Bill
Bruce, Albert	Lewis, Harry S.
Christian, James	Linden, Chas. F
Davis, Orville	Lindholm, Charles
Doage, Sigvald	Magnussen, Karl
Doujul, Alfred	Miller, John
Evenson, Ed	Nelson, Harry
Exelson, Herman	Neyberg, Berger
Felvig, John	Nielsen, S.
Gerner, Hans	Olsen, Martin
Grunwald, Alois	Pederson, Carl
Grassen, Joe	Peterson, Hugo
Graners, Gust	Petersen, Nels. -1698
Goulet, Renie	Raaum, Henry
Gunerud, Thorvald	Rosenthal, Walter
Jansen, Adolph	Ratko, Otto
Gingren, John H.	Samson, Louis
Hoek, A	Sandberg, Neil A
Holmstrom, Fritz	Schlleman, J
Hoyberg, Aksel J.	Skinner, Gust
Hanson, John	Stratton, R. M.
Hunsman, K	Zunderer, Theo.
Hederstrom, T.	

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.

3-26-19

Sternberg, A.	(Questionnaires)
Stringer,	Berner, Albert
Sundholm, Fred	Christensen, Ole Martin
Sundholm, Carlos	Doage, Sigvald
Swenson, Ben	Holm, Frank
Tiller, Edward	Johansen, Carl M.
Thompson, Alex S.	Johansen, N. A.
Thoren, G. A.	Lindroth, Carl Aug.
Tysk, J. H.	Pedersen, Carl
Wahi, J.	Tysk, John H.
Wilhelmson, Karl	
Wrig, F.	
Yeoman, W. E.	

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
Holmstrom, Carl A.	Meyer, Karl
Houge, Anton	Nielsen, Alf. W. -1054
Johnson, Iwit	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
Kennedy, James Rea	Sevpried, M. -2962
Magall, Michael	Swansen, Carl

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Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas W.
Anderson, C.	Melgant, F.
Andreasen, N.	Miller, Harry
Ahren, Wm. J.	Mikkelsen, Harry
Backman, Peter W.	Mortensen, R.
Bjork, Rudolf -2206	Murphy, Francis Leo
Bohm, Franz	Nordman, Alek
Christensen, H. P.	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Elkland, Ole	Nielsen, W. -1000
Elliot, Austin A.	Nogat, E. G.
Eriksen, C.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Guthrie, V. A.	Olsen, Kristian
Geiger, Joe	Pope, Herbert
Graaf, John D.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, Frank A.
Hausebild, R	Petersen, Anton -1675
Henrikson, Wm.	Petesen, Knut
Henriksen, Geo.	Petter, G.
Hill, Chas.	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
Johnson, Karl	Rosenblad, B.
Jorgenson, Earl	Ross, Geo.
Jensen, H. T.	Samuelsen, S.
Johansen, Johan	Siebert, Gust
Johnson, C. A.	Sjolund, Victor
Kase, A.	Swanson, Ernest
Kaskinen, Albert	Swenson, C. E.
Kristensen, Wm.	Thompson, Walter
Kelly, Wm.	Thorsen, Ole
Knofsky, E. W.	Thoresen, Ingwald
Kulik, John	Toomey, Paul
Laatzen, Hugo	Tuhkanen, Johan J.
Larsen, C. J.	Weld, Frank
Larsen, Carl C.	Ulvestad Knut
Larsen, Hans	
Larsen, Ragnar,	

Pacific Coast Marine.

The steel 7500-ton steamer "Ossining" was successfully launched at the plant of the Todd Dry Dock and Constructon Corporation, Seattle, on May 6. The vessel was sponsored by Miss Retha Hicks, daughter of Dr. Grant Hicks.

Sponsored by Miss Edith Barry, daughter of Commodore James H. Barry, naval officer of the port of San Francisco, the United States destroyer "Nicholas" was launched at the Potrero plant of the Bethlehem Shipbuilding Corporation on Thursday, May 1, at 1:30 p. m. The vessel was named in honor of Major Samuel Nicholas of the Marine Corps.

The auxiliary schooner "Marie Derhonde," after eleven months' absence, has returned from Honolulu to Grays Harbor, her home port. Her first cargo was lumber carried from Everett to the west coast, whence she returned with nitrate and later went to the Hawaiian Islands. The "Derhonde" was the last of the auxiliary schooners built at the Grays Harbor motorship yards.

The Port of Astoria Commission has sold $350,000 in port bonds at 99.12½ to Smith & Paschall and the Seattle National Bank. The money derived will be used to defray the expense of additions to the warehouse on Pier 1, the erection of a building for a flouring mill, extension of the belt line railroad and the first work on the constructon of Pier 3 at the port dock.

Announcement was made at North Bend, Oregon, that the Kruse and Banks Shipbuilding Company had a contract from a large San Francisco shipping concern for the construction of a lumber schooner, the keel of which will be laid within a few days. The vessel will be 240 feet long with 44-foot beam, 17 feet depth and a carrying capacity of 1,000,000 feet of lumber.

Construction of a new cable line across the Pacific to insure better communication between Japan and the United States was urged by speakers at a recent dinner given by the American-Japan Society of Tokio. Viscount Kaneko said that America was the father of modern Japan. He urged that there should be another Pacific cable by way of the Aleutian Islands to insure quick communication and to remove the possibility of misunderstanding.

A new Shipowners' Association of the Pacific Coast as contemplated at a conference held recently will not be organized, it was announced. Instead it is now proposed to have each group of interests organize and delegates will be elected or appointed from each group, who will meet together and form a federation. This federation will handle all of the big and broad problems, but the individual problems will be handled by each individual group without reference to the federation.

A paragraph appearing in this column, last week's issue, gave some data regarding vessels loaded at the mills of the lower Columbia River district during the month of April. One vessel, bound for the Atlantic, was alleged to have been laden with 14,423,959 feet of lumber. This, of course, was a joker slipped into type by the operator. The proofreader was asleep on the lookout, and the editor, too, is deserving of censure because he should have insisted on discharging about 13,000,000 feet from that terrific load. But, accidents do happen, and this was one of them. The vessel in question really carried only 1,423,959 feet of lumber.

When the 8800-ton steamer "City of Eureka" was launched on May 8 from the ways of the Columbia River Shipbuilding Corporation at Portland, Ore., the builders asserted that they have reduced the United States record in steel hull fabrication. The record broken was that made by the Northwest Steel Company in Portland last week when the "West Chatala" was launched 37¼ days after keel laying. The days were of sixteen working hours each. The launching of the "City of Eureka" was accomplished in twenty-seven working days of twenty-four hours each after the keel was laid, April 4. So nearly completed was this vessel that it was hoped the machinery could be installed within nine days and her trial trip be held thirty-six days after the keel laying.

Officials of the Matson Company announced that according to information received from Washington the steamers "Wilhelmina," "Maui" and "Matsonia" may be returned to the company about September 1. As the parts taken off by the Government were carefully boxed and crated before being stored away it is anticipated that it will require but a few weeks to get the ships ready to enter the old service between San Francisco and Honolulu. It will be necessary to make a complete survey, however, and determine if the firing of the big guns has caused any damage which will have to be repaired. It is reported that every time one of the big fellows went off the vessel would shake and tremble and it is possible that some of the plates may have been sprung.

Proposal to call another general strike of union longshoremen in all Pacific Coast ports from Prince Rupert, B. C., to San Diego, Cal., in sympathy with the demands of the Seattle Longshoremen's Union, will be put to a ballot of all Coast longshoremen's unions. If approved, the strike will be called immediately afterward. This was said to be the unanimous recommendation of the Pacific Coast district, International Longshoremen's Association, adopted at its annual convention in Seattle on May 8. The strike resolution followed a conference held with District Railroad Director L. C. Gilman, who was asked by union officials to discharge non-union workers at railroad terminal docks, the cause of the local controversy. The Federal representative, it was said, made only the concession that in future water front workers required would be engaged through union halls. This reply was considered unsatisfactory by the union delegates.

Appointment of Henry M. Robinson, of Pasadena, as a member of the Shipping Board, to succeed Charles R. Page, of San Francisco, who recently resigned, was announced from the White House during the week. Robinson is an attorney and financier of Pasadena and Los Angeles and a member of the Natonal Council of Defense. He had been serving as assistant to Edward N. Hurley, chairman of the United States Shipping Board, and now is in France as special commissioner of the board at the Peace Conference, where he also acts as one of two American delegates on labor, according to a statement made at his Pasadena office. Robinson, who is about 50 years old and a Republican in politics, has been closely associated with Morgan & Co., the Bankers' Trust Company, the American Telephone and Telegraph Company, the Redwood Lumber Company and various power and rubber companies.

Unless the Shipping Board takes immdeiate action to provide a fleet of vessels adapted to the needs of the Pacific Coast lumber industry, the overseas trade will be crippled and a huge financial loss will be incurred in California, Oregon and Washington, according to Pacific Coast lumbermen, who say there is a present shortage of forty-six steamships and forty sailing vessels, with a carrying capacity of 54,000,000 feet per trip. Lumber operators and shipping men wil send a delegation to Washington to demand of the Shipping Board that provision for the requirements of the industry be made. Lumbermen say there were in 1914 144 lumber-carrying steamers and ninety sailing vessels, with a carrying capacity of approximately 188,000,000 feet per trip. There are now seventy-five steamers and fifty-five sailing ships suitable for the handling of lumber. It is anticipated that when normal conditions are restored there will be a greater demand from the foreign countries than during the pre-war days, and this will mean that a greater fleet will have to be provided. It is accepted as a fact that a big fleet will be needed to carry redwood, fir and spruce railway ties to the Atlantic Coast and to Europe, and that will require another fleet of suitable ships. It is estimated that fully 80 per cent. of the railway ties on the Atlantic Coast and a larger percentage of the ties of the railways of England and Europe will have to be replaced. A number of through shipments to supply the needs of Europe are already being forwarded by steamer via the Panama Canal.

A Japanese steamship company has negotiated a contract with the Mexican Government that provides for the establishment of a transpacific and coastwise steamship line subsidized by the Carranza Government, according to advices received from Mexico City. The official announcement of the plan was published in El Universal, a daily newspaper in Mexico City. The Japanese concern is to place four steamers on the transpacific run within a period of eight months. Four vessels also will operate in the coastwise service. The steamship line will fly the Mexican flag, will enroll and train seamen and officers for a Mexican merchant marine, will carry all mails of the Mexican Government free of expense and will make a discount of 75 per cent. on passenger rates to all Mexican immigrants. The announcement said: "The Mexican Department of Communications and Public Works has approved a contract with Toshio Onodera, representative of a large Japanese navigation company, to establish a line of steamers on the Pacific Coast. The conditions agreed to in this contract are considered very advantageous to the Mexican Government. The company will carry free of charge all correspondence and certain classes of freight. In compensation the company will receive for a period of five years a subvention proportioned to the tonnage transported during that period, but its obligation to the Government shall be maintained for a period of ten years. Eight steamers, which will carry the Mexican flag, will be put into the service, four being used in through trade and four coastwise."

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 14, 1919.

WHY AN "ADVISORY COUNCIL"?

The editorial on "Government Ownership" in last week's issue of the JOURNAL briefly referred to the desirability for creating a new National body, or advisory council, composed of shipowners and seamen. It was stated that the function of such a council should be to supervise the operation of merchant ships and to exercise at least advisory authority in all matters relating to the conditions of seamen while employed on ships.

The reasons which prompted the suggestion for the formation of a joint advisory council of merchant shipping are, of course, quite obvious.

By the very fact of its existence a council of this character would tend to create confidence between shipowners and seamen, and thus make possible the establishment of relations of the most intimate kind, ultimately extending as far in the direction of practical control as the parties to them may deem advisable.

The council should be composed of men elected by the existing organizations of shipowners and seamen, each having an equal voice and vote in its deliberations. It should maintain headquarters, hold general meetings, and publish its proceedings. The expense of maintenance should be borne in equal proportions by seamen and shipowners upon whatever basis may be deemed equitable.

The council should not interfere with or in any way assume to restrict the freedom of action of seamen or shipowners. Both parties should reserve all pre-existing rights of action, individual and collective. The sole obligation of membership should consist in an agreement upon each part to advise with the council in any and all matters affecting the joint interests.

The council should have no power to make or unmake law or regulations. All such power should continue to reside in the Government, and all questions of enforcing law or regulations should continue under the authority of the respective officials of the Government. As the latter, in their relations with the council, would be dealing with an essentially private body, they would be free to act without fear of violating the "comity of the various Government departments," having jurisdiction over ships and shipping.

It may be said that a body so formed would be powerless to do more than create discussion. This, however, is in reality an advantage. With free discussion there is little doubt that agreement would be reached on many matters now in dispute. The proceedings would develop a sense of mutual confidence and responsibility. Partisanship would give way to partnership, with a consequent improvement in the attitude of seamen and shipowners toward each other and a better sense of joint responsibility for the conduct of shipping affairs.

The council should be created by law. To that extent it would be a public body. In every practical sense it would be a private organization, with membership limited to the parties immediately involved in the conduct of shipping.

The JOURNAL submits the foregoing suggestions not for selfish reasons, nor in any attempt to boost the existing organizations of seamen. In the final analysis, the future of the American Merchant Marine will depend largely upon the character and dependability of the human element involved. A national maritime spirit is almost essential to the successful operation of our country's new mercantile fleet. And the basis of such a spirit is co-operation, confidence and joint-responsibility by and between the small group who direct the operation of ships and the larger body of men who are engaged in the manifold duties of sailing the ships from port to port.

INDUSTRIAL UNITY.

The following self-explanatory resolution was unanimously adopted at a recent mass meeting of fresh-water seafarers, at Buffalo, N. Y.:

Whereas, The necessity for co-operation between the organizations of Seamen, Shipowners and the Government is essential to the Nation's progress during the reconstruction period; and

Whereas, The need for developing the personnel of our Merchant Marine is a national necessity which can best be accomplished through a closer relationship between the employer, the employed, and the Government; and

Whereas, The licensed men as well as the unlicensed men comprising the crews of vessels navigating the Great Lakes, realize the value of organization and the strength of co-operation; therefore be it

Resolved, That the Masters, Mates and Pilots, members of Buffalo Harbor No. 41; the Marine Engineers, members of N. M. E. B. A., No. 1; and the Sailors, Firemen and Cooks, members of their respective organizations on the Great Lakes, in meeting assembled, endorse the formation of a maritime federation of all officers and men employed on Lake ships; further

Resolved, That we urge upon these factors to carry this proposition into effect in order that the seamen's standard of life may be improved and the strength of the nation increased to a corresponding degree.

The seamen of the Great Lakes are to be congratulated for striving toward industrial unity. On the Pacific Coast a similar movement has been inaugurated by the Sailors' Union of the Pacific. A preliminary meeting of accredited delegates from the five marine organizations has been held and the sentiments expressed were unanimous to the effect that an alliance of these important factors (i. e., the five crafts who man the ships that go to sea) has become not merely desirable but necessary.

Increased means and increased leisure are the two civilizers of men.—Disraeli.

SOUND ADVICE.

Revolutionary industrial propaganda can never be stilled by arbitrary suppression, by court decisions, by imprisonment, or by strong-arm methods. In my opinion, the use of these methods constitutes grave national danger. It will jeopardize our whole industrial organization and present system of civilized development and will destroy our present form of government. The kind of disorganizing propaganda now so far-reaching in its scope can not be forcibly suppressed. It can only be successfully combated by enlightened, sound, and universal education among those whom this propaganda is intended to reach.—Excerpt from report of Robert P. Bass, Director of the Marine and Dock Industrial Relations Division, United States Shipping Board.

Those who so strenuously advocate repression instead of enlightened reconstruction should find solid food for thought in the foregoing.

Never in all history have anti-conspiracy laws put an end to conspiracies, as long as there were reasons for conspiring.

With equal force and logic it is therefore contended that anti-syndicalism laws will never convert an I. W. W., nor will anti-red flag laws persuade a Socialist that his cause is less righteous just because such silly statutes have been enacted.

But be that as it may, it seems as if we are bound to pass through a period of arbitrary suppression. The Governor of California has approved three bills, enacted by the late Legislature, as outlined herein. And now, presumably, all those impatient souls who have been trying to change the established order of things by one "peaceful" means or another will join the Republican or Democratic party and thus endeavor to bring about reforms by genuinely "lawful" means.

Well, we shall perforce have to wait and see. It may be that human nature will change when everybody is properly muzzled. But those who are near the under currents of America's industrial life will want to be shown. They rather agree with the thoughtful comment of former Governor Bass to the effect that revolutionary industrial propaganda can only be successfully combated by enlightened, sound and universal education—and never by blundering repression or Prussian strong-arm methods.

OUR GROWING NAVY.

Judging from the shipbuilding program of his Navy Department, our Uncle Samuel is not taking much stock in all this talk about the League of Nations going to abolish war from the world.

For instance, ships of all classes now building for the Navy, plus those authorized to be built, number 438. These include 10 super-dreadnaughts, 6 battle cruisers, 10 scout cruisers, 195 destroyers, 71 submarines, 53 "Eagle" boats and 71 auxiliaries.

In the auxiliaries are listed 12 oil tankers, 3 fuel ships, 2 ammunition ships, 1 hospital ship, 19 sea-going tugs and 34 harbor tugs.

Truly an imposing armada, even in this age of naval armaments so huge that the imagination can hardly grasp their cyclopean power and vastness. And all for—what? War or scrap-heap? Well, in the well-worn but ever handy stock phrase, time will show.

Of the super-dreadnaughts referred to above, the keels of six have already been laid. One of these, the "Tennessee," building at the New York Navy Yard, was launched on April 30. Two others, the "California," under construction at the Mare Island, Cal., Navy Yard, and the "Maryland,"

building at Newport News, Va., are well advanced and probably will be launched this year. A fourth, the "Idaho," was launched in March, and is now being completed.

In that month, also, were launched 10 new destroyers, 1 submarine and five auxiliary ships. Present expectations are that 150 additional ships will be completed before the end of the year and delivered to the Government.

Vessels commissioned during March included 10 destroyers, the submarine "R-4," the mine sweeper "Seagull," and four harbor tugs.

Another interesting bit of news given out by the Navy Department is that soon there will be regular delivery by seaplane of mail for officers and men on all warships engaged at offshore target practice. In fact, a beginning was made on the 22nd of April at San Diego, Cal. The initial delivery was made by a seaplane from the air station at North Island, and consisted of several regulation size mail pouches for the cruiser "Minneapolis," then at target drill 20 miles out at sea. Since then regular daily deliveries of mail have been made to all the warships at target practice on the southern drill grounds off San Diego.

Just think what could be done with that bit of information by some budding Jules Verne! Verily, we live in an age that exemplifies, as never era in man's history did, the trite adage that truth is stranger than fiction.

"WETS" VERSUS "DRYS."

Only five members in the lower house of the late California Legislature made a perfect Labor Record. They voted "for" Labor all the time and they never dodged. Four out of these five were "wets" and only one was a Prohibitionist.

Perhaps there is no real significance in this "four to one" comparison. And maybe there is.

Just three members in the same legislative body voted against Labor all the time. They never missed a single roll call in their determination to be recorded against the wishes and desires of Labor. And, strange to relate, all three of them were Prohibitionists.

This is not an attempt to make propaganda for the "wets."

Anyone can draw his own conclusions from the records referred to.

But whatever these conclusions may be it seems reasonably safe to assert that even though the age of Prohibition appears to be right at our doors we are still a very long way from the millennium. In other words, while it may be conceded that the leaders of the Prohibition movement in America are inspired by the best of motives their fanatical zeal seems to run along a single track line. Putting it in still different language: Prohibition and Social Justice do not necessarily ride in the same band wagon!

In keeping with past performances, the Pacific District Unions of the I. S. U. of A. again subscribed liberally to the Liberty Victory Loan. The Sailors', Firemen's, and Alaska Fishermen's Unions each purchased a $10,000 bond. The Cooks added $3000 worth of bonds to their previous investments.

When the workers achieve mental freedom they will soon achieve industrial freedom.

RESULTS OF SEAMEN'S ACT.

Equalizing Process of Law Has Aided in Establishing Practically Standard Wages for Seamen of All Nations.

Our esteemed contributor, Attorney Silas B. Axtell, is an indefatigable champion of the Seamen's Act. Wherever and whenever a foe of that humanizing instrument bobs up to attack it, Mr. Axtell bludgeons him with facts and figures in its defense which put the incautious attacker hors de combat in no time at all. The following communication from him to the New York Globe is a good sample of his vigorous style of fighting where the Seamen's Act is concerned. We commend it to our readers as an ex cathedra exposition of a subject which was deemed of sufficient importance to be taken up for discussion by the Paris peace conference:

Editor Globe:—My attention has been called to Dr. Crane's article, "The Gist of the Shipping Question," in your recent issue, and I beg space for reply.

I am very glad this matter has engaged Dr. Crane's attention. What is said in his paragraph "First," with reference to remedies is true. In his paragraph "Second" he says: "We might induce all the other nations of the earth to enact laws similar to ours. This we cannot do, as we have no means of coercing them." In this respect there is a mistake, and it is this feature of the Seamen's Act that the doctor, as well as many other people, has overlooked.

The Seamen's Act, several hundred copies of which I have had printed in order to assist those who are desirous of informing the public as to the true state of facts, contains the following, Section 16 thereof:

"That in the judgment of Congress articles in treaties and conventions of the United States, in so far as they provide for the arrest and imprisonment of officers and seamen deserting or charged with desertion from merchant vessels of the United States in foreign countries, and for the arrest and imprisonment of officers and seamen deserting or charged with desertion from merchant vessels of foreign nations in the United States and the territories and possessions thereof, and for the co-operation, aid and protection of competent legal authorities in effecting such arrest or imprisonment and any other treaty provision in conflict with the provisions of this act ought to be terminated, and to this end the President be and he is hereby requested and directed within ninety days after the passage of this Act to give notice to the several governments, respectively, that so much as hereinbefore described of all such treaties and conventions between the United States and foreign governments will terminate on the expiration of such periods after notices have been given as may be required in such treaties and conventions."

The Supreme Court of the United States has held in a number of cases, and recently in one that I took before it, that the United States has the right, as a condition of entry, to impose any conditions whatsoever on foreign vessels that come into our ports. Such right to prohibit foreign vessels from entering our ports to comply with our regulations has been enforced by Congress by the Tariff Act, restrictions as to immigration, the prohibition of foreign-built vessels from competing in our coastwise trade, quarantine regulations as affecting foreign vessels, and many others.

England has for years required that foreign vessels carry a plimsoll line and has restricted carriage of deck cargoes from her ports, as well as exercised other prerogatives that we as a nation have exercised, as above indicated. In other words, the general policy of nations is to enforce such local legislation as they see fit for the protection of commerce or the health of its people.

In the Seamen's Act we have given the seamen a little liberty, something they have never had under our laws or the laws of any nation before. We have given them this right, because we know that we cannot hope to build up a merchant marine of native seamen without practising that much of the democracy which we preach.

By the rest of the Seamen's Act we have done what the doctor thought we could not do and did not have a right to do. We have compelled foreign shipowners to do the same thing. In other words, our Seamen's Act provides that seamen on foreign vessels as well as on domestic vessels shall have the right to demand one-half wages they have earned, etc., and the President at the direction of Congress has abrogated all treaties which gave foreign consuls exclusive jurisdiction over matters relating to wages and the internal regime of the ship. We have applied the provisions of our law to foreign vessels which are engaged in competition with our ships. And this is not doing anything unfair to foreign shipowners, for all we say to them is: "We welcome your vessels to our ports, we welcome you as competitors in our carrying trade, but we must require you to give seamen on board your ships the right to one-half portion of the wages they have earned, and upon demand."

Of course, you know that by the laws of all nations the seamen were given no wages during the voyage, except at the option of the master. The principle of the half-wage provision,

(Continued on Page 9.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 12, 1919.
Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping good; not many members ashore.

HARRY INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., May 5, 1919.
No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., May 5, 1919.
Shipping fair; prospects good.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 5, 1919.
No meeting. Shipping and prospects uncertain.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, May 5, 1919.
Shipping fair.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 5, 1919.
No meeting. Few members around. Shipping very good.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, May 5, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, May 5, 1919.
Shipping very good.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, April 28, 1919.
Shipping good.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

The United States Shipping Board is preparing to sell the Government's big fleet of steel vessels at a flexible price that will depend on the cost of steel ship construction by private contract, according to J. S. Hines of the Pacific Marine Review, who returned to San Francisco during the week after a series of conferences with officials of the board. The purpose of the Shipping Board, according to Hines, will be to safeguard the interests of persons that purchase from the Government and at the same time to protect men that buy vessels from private contractors. "Contracts for the sale of Government ships will contain a provision for additional payment if the cost of private built vessels is greater and for a refund by the Government if private shipyards build vessels for less," Hines said. "Thus, no shipping man will have an advantage over his competitor." The Shipping Board, according to Hines, has found that it will cost $180 a ton to build vessels under a competitive plan. Edward H. Hurley, the chairman, estimated the cost at $149 a ton recently. Hines explained that a report that British yards were building steel ships at a cost of $125 a ton was not accurate. "Steel is costing the British $5 a ton more than Americans pay," he said. "The cost of labor is advancing and the men are demanding shorter hours. It is estimated that English-built ships will cost $186 a ton."

Among the progressive industries of this country is that which has to do with the canning of fish—sardines, salmon, etc. Investigation of the possibilities of the fish industry in Southern California resulted in finding that the finest sardines in the world were found in California waters. As a consequence a plant was built and placed in operation at East San Pedro, California. This new plant has a capacity of 7,000 to 8,000 cases per day, and 700 to 1,000 hands employed during the busy season. The company has its own fishing fleet of 80 boats, which operate in California waters. Some 350 men are employed on these boats. The principal business of this cannery is the canning of fancy sardines in imported olive oil, and the canning of tuna fish. But they also have a special salt fish department, and also manufacture fish oil and fertilizer as by-products.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Ralph M. Easley, secretary of the National Civic Federation and editor of the National Civic Federation Review, has decided that the National Catholic War Council is too radical, in its reconstruction program dealing with labor issues.

He says as much, in his magazine.

Dr. John O'Grady, secretary of the Committee on Reconstruction of the War Council, which was composed of Bishops Muldoon, Schrembs, Hayes and Russell, replied to Easley in part as follows:

"We have no desire to engage in a controversy over the merits of the program. It speaks for itself and justifies itself. We want, however, to correct a few misconceptions. You say that the program 'is only the expression of opinion of the gentlemen signing the document and has no official sanction.' That is not true. The Bishops signed it, not as individuals, but as the Administrative Committee of the National Catholic War Council. As such, they are the authorized representatives of the Catholic Hierarchy. . . .

"You find fault with the program for not mentioning the reconstruction proposals of the American Federation of Labor and of the Industrial Conference Board, but neither of these had appeared when the Bishops' program was written. You intimate that the general policies of the American Federation of Labor are well known and should have been noticed. But the Bishops were not discussing the general policies of any organization. They dealt with the opinions of others only in so far as these had found expression in formal programs of reconstruction, and the only formal documents of this sort that had been issued by labor in the United States up to the time that they wrote were the declarations of the State and city federations that they cited. . . .

"The heading of your article (Radicals Mislead Churches About Labor) is not exactly complimentary to the Bishops. They have sufficient intelligence and sufficient knowledge of social thought and conditions to protect themselves against being 'misled by radicals.'

"Your statement that a certain sentence in the program 'sounds as if the committee were somewhat regretful that we were not more ready for revolutionary changes,' is an entirely gratuitous bit of interpretation.

"In your concluding paragraph you say that 'the churches are all controlled by boards of trustees, made up largely of business men.' In the Catholic church the control is in the hands of the Pope and the Bishops."

Easley is not satisfied with this rebuke, for he quotes some anonymous "certain Catholics who are regarded as being versed in Catholic procedure," in a "composite opinion," that Dr. O'Grady and the Bishops do not know what they are talking about.

After a long quotation of these nameless persons whom he regarded as better authority than the Bishops, Easley says:

"To make a positive declaration that 'the State should make comprehensive provision for insurance against illness, invalidity, unemployment and old age,' is to attempt to place the great Roman Catholic Church behind a group of socialistic ventures that neither the wage-earners nor the employers want."

Just who has authorized Ralph Easley to speak for the American labor movement is a mystery. Certainly not the conventions of the American Federation of Labor, nor its executive council, nor its officers, nor its local or State central bodies, nor the membership of any of its international unions. Perhaps his authority to speak for the Catholic church membership in America is similarly self-bestowed. Certainly his friends in Wall Street would not have wished him to display his wisdom just at this time in this way.

The fact is that the Civic Federation crowd is worried over the big strides made by the Labor Party movement in the Middle West and New England this past six months. Wherever organized labor has met in convention to establish a Labor Party it has adopted a program of economic demands, and these demands are aimed at the Wall Street control of American political affairs. Labor knows that with public ownership of the railroads, the merchant ships, the wires and a fair share of the Congress and administrative departments of the Government, it is going to undermine the cost of living. It is going to raise the standard of living for the wage-worker. It is going to restore the right of free press and free discussion of the causes of poverty, and of the need for complete labor organization in the shops and mines and everywhere else. Labor unions each have their own problems in their union meetings, but they face the same big problems when they get together in political convention. The Labor Party movement is closing up the ranks in unionism. Easley is scared.

There will be all kinds of camouflaged attacks on labor "bolshevism" from now on. The Illinois Federation of Labor and the Illinois Labor Party will be vilified, just as the farmers' Nonpartisan League in the Northwest has been vilified—because it is fundamentally hostile to the food profiteers, the fuel profiteers, the transportation profiteers, and the rent profiteers. Thus far the attacks on prominent men who have fought the battles of labor have been more or less indirect. But this week George P. West, who has with Basil Manly assisted Frank P. Walsh in the famous Industrial Relations Commission hearings, and is publishing the report and evidence from that inquiry, is denounced. Next week it may be Chairman Manly of the War Labor Board, or Frank Walsh, or President Fitzpatrick of the Chicago Federation of Labor. One thing is certain—these men will not be silenced by the Easleys, when they see fit to speak of the orderly political and industrial power that lies in the hands of the membership of the internationals in the American Federation of Labor.

One of the things which the convention of the Federation at Atlantic City next month will do by acclamation, unless all signs fail, will be the endorsement of the demand of the Filipino people for national independence. Crisante Evangelista, the labor representative elected by the trades unions in Manila as their member of the mission which is now presenting their independence argument to the American public, has had a conference with Samuel Gompers, and with Frank Morrison, and has found these officials of the Federation ready to give active aid.

"I conferred with many labor bodies in cities from San Francisco to New York," says Evangelista, "and not in a single instance did I find a labor man who was not friendly to the idea of our immediate independence. In the Philippines, 121 labor union officials have pledged themselves not to call any strike while our mission is in the United States."

The labor unions in the islands raised all the funds for Evangelista's expenses on the trip. Then the shoemakers made him a fine pair of shoes, the hat makers a hat, the tailors a suit of clothes, and the cigarmakers loaded him up with fine cigars.

One of the things upon which Evangelista will be qualified to report to the labor movement in the Philippines when he returns will be the danger to the labor movement itself which comes with letting an anti-labor politician get into a cabinet job—the danger of Burlesonism. He finds the Commercial Telegraphers and the Electrical Workers voting for a nation-wide strike, to compel recognition of their right to collective bargaining. He learns that to-day the hundreds of thousands of men and women in the wire service who have never joined a union are getting ready to walk out, at the right moment, to enforce their just demands. He learns that the Electrical Workers' organization is rapidly increasing, in the wire service, as the result of the stubborn hostility not only of Burleson but of the Western Union and Bell Telephone officials under him. And he smiles at the fact that in the Philippines the legislature has already taken over the railroads, the city government is taking over the street cars, and the government is hitting the coal and cement profiteers by opening government coal mines and cement factories under conditions satisfactory to organized labor.

While Burleson holds the stage, and while evidence that President Wilson is about to toss him overboard is piling up, the railroad question is still to be settled. Five thousand railroad shop workers at Denver, the press dispatches say, have adopted resolutions calling for a strike, if necessary, to prevent the return of the roads to private hands. The international officers of the shop crafts are still negotiating—though making progress—with the Railroad Administration adjustment board and the regional directors of the railroads, for the new uniform agreement covering wages and shop rules. When completed, this will establish union shop conditions in every railway shop in the United States. If Congress does not turn the roads back, all will go well. If Congress does turn them back, then the anti-labor element among the railroad stockholders is likely to upset the agreement in short order, and cause a strike.

Congress and the political managers are beginning to see it.

The British National Maritime Board has issued instructions regarding the payment of overtime to sea-going plumbers, electricians, boilermakers and refrigerator engineers. These artisans should be paid overtime at the rates and under the conditions laid down for engineer officers. As regards the plumbers, where a man signs on as a plumber he should rank with the ratings and receive overtime at the rates laid down for the men on the deck department. If, however, a man signs on as sanitary engineer, he should rank with the engineer officers and be paid overtime at the rate and under the same conditions as engineer officers.

Demand the union label upon all purchases!

THE SEAFARERS' CONFERENCE.

(Continued from Page 2.)

vention, to diminish the protection afforded by its existing legislation to the workers concerned.'

"Since my arrival here I have submitted these matters to some English labor leaders. They were astounded and shocked.

"It is my deliberate judgment that failure to write these two propositions into the Labor Charter will rouse, not only the working people of America, but the working people of the world against this Constitution and against the League of Nations. I do not charge that this was the intention, but considering the expressions from labor leaders here, it would look somewhat like that. With reference to the proviso or protocol, the men with whom I have spoken promptly caught the word 'existing' and then said: 'This is crystallization.'

"I do not know if it be possible for you to write these two defeated clauses into the Labor Charter. I feel that you would desire to. I feel that I would be lacking in my duty if I did not furnish you with this information. I shall expect no answer.

"Most respectfully and faithfully yours,
(Signed) ANDREW FURUSETH."

I then read the following again:

"A seaman shall not be punished by imprisonment for leaving his vessel in safe harbor nor shall he be arrested, detained and surrendered to his vessel."

I then put this question: "Are you in favor of a seaman being punished by imprisonment—in addition to losing his earned wages—for leaving his vessel in safe harbor? Secondly: Are you in favor that he shall be arrested, detained and surrendered to his vessel? If you are in favor of the seaman being so treated, you will answer 'Yes' on both questions; if you are not in favor you will answer 'No', in which case you will endorse this definite statement and I hope send it to President Wilson at Paris, or to Lloyd George at Paris."

J. Havelock Wilson spoke at great length, claiming that it was for the benefit of the seaman to compel him to stay by his contract and said finally: "Of two evils I choose the lesser, and if it be necessary to arrest the seaman in order to have him fulfill his contract, I am in favor of him being arrested. I am speaking for myself only."

Considerable discussion ensued; Mr. McGhee rather insisting that imprisonment for the violation of a contract to labor when no life was being endangered from him ceasing to labor, was abhorrent to him, yet, placed in the position as they were, he was not prepared to vote in favor of the declaration quoted.

Mr. Chambers said that in principle he was agreed with the American contention, but under the circumstances he thought it would be all they could do if they would re-adopt the resolution adopted by the International Conference on the subject.

Father Hopkins took the same position. Several others took the same position, and the answer which I received to my question was the re-adoption of the following resolution:

"Unanimously adopted by the International Seamen's Conference, February 27, 1919.

"RESOLVED, That this Conference, having heard the report of the American Delegates on the American Seamen's Act, 1915, is of the opinion that the working of the Act which gives to American seaman the unconditional right to quit his vessel in any safe harbor, to demand one-half his wages and failing to receive which carries cancellation of contracts, and the abolition of all advances, has acted beneficially to the American seamen and seamen of other nations employed on vessels visiting United States ports; further

"RESOLVED, That every effort should be put forward by the Federated Seamen's Unions of the world to maintain the present Act in its entire scope in ports of the United States. They are, however, of opinion that the extension of the Act at the present time to all countries may be detrimental to the best interests of the seamen of such countries. They therefore resolve that the further extension of the principles of the American Seamen's Act should be left to the judgment and efforts of the organized seamen of each respective country, and we most earnestly protest against any treaty or other international agreement which might in any way curtail the seamen's freedom in ports of the United States, or which would prevent any individual nation from conferring freedom upon its seamen and upon other seamen coming within such nation's jurisdiction.

(Signed) J. HAVELOCK WILSON,
Presiding at the Conference."

It would have been a perfectly simple proposition to answer "Yes" or "No" Since they did not answer yes, and since they would not adopt the declaration and make it their own, there is no alternative but to say that the answer was "No." They would not adopt it and therefore they are in favor that, if it be necessary in order to hold a seaman to his contract that he should be punished by imprisonment, outside of the ports of the United States, then they favor the imprisonment.

This was the best answer I could obtain, whereupon I left, bidding them "Good-by."

I am leaving for Norway, Sweden and Denmark on April 1, and shall come back to the United States direct from Scandinavia by some steamer from there.

Respectfully submitted,
(Signed) ANDREW FURUSETH,
PATRICK FLYNN.

MANNING OF NORWEGIAN SHIPS.

A new manning law which has recently become operative in Norway provides: That ships of 25-300 gross tons propelled by machinery must have at least one navigating officer; those of 300-2000 tons two, and larger vessels three officers if they are engaged in foreign service. The ships which trade in the Pacific and Indian oceans must have three navigating officers if they are of 1500 tons deadweight or more. The same stipulations apply to sailing vessels, except that their tonnage will be taken as the net register. There must be a boatswain for every ship of more than 1500 tons propelled by machinery, and on ships with a capacity of more than 700 tons which trade regularly in the North and Baltic seas, as well as on sailing ships of more than 300 tons. There must be a carpenter for ships propelled by machinery of over 300 tons, and for sailing ships of over 300 net tons. With regard to A. B.'s and deckhands, every ship propelled by machinery, of 250-300 tons, must have two and increasing up to twelve for ships of 6000-7000 tons, and after that one more for every 1000 tons. With regard to sailing ships of 200-300 net tons there must be two A. B.'s, two deckhands and one apprentice, increasing to six A. B.'s, six deckhands and three apprentices for 1800-2000 net tons, and of over 2000 tons one man more for every 200 tons. The staff for the engine room must consist of at least two engineers, if the engine power is more than 75 h. p., and at least three if it is more than 1000 h. p. The number of firemen will be reckoned on the basis that for 3½ tons coal consumption (in the tropics 3 tons) there must be one fireman, or if more than seven furnaces there must be one fireman on each furnace for each watch. Every ship with machinery must have at least one cook for 5 to 10 men, for 10 to 15 men a cook and a steward, and for a greater number a cook, a steward and a boy.

"The American Labor Party gives resolute support to President Wilson's fourteen points and a real league of nations. The draft which the President has brought back from Europe may be the best he could wring from the diplomats, but it falls short of what labor everywhere expects. While others grasp for trade and territory and punitive indemnities, labor keeps its mind on the only object worth talking about—there must be no more war. That result can not be obtained by half-way measures. We demand honest self-determination in Ireland as well as in all disputed territories. We demand honest disarmament. We want the open-door policy everywhere, open discussion and open trade. We will not help guarantee any imperialistic peace. At the same time we shall oppose with all our might the jingoes like Senators Poindexter, Reed and Lodge, who want isolation, conscription and conquest. As between them and Wilson we are for Wilson, but we are not behind Wilson. We are a long way ahead of him."—William Kohn, chairman of American Labor Party, in New York Nation.

RESULTS OF SEAMEN'S ACT.

(Continued from Page 7.)

together with the abrogation of treaties, was to give seamen on foreign vessels the right to demand half wages, and this rule has been enforced in our ports. It goes without saying the seaman would not break his contract with a foreign ship in a port of the United States unless it was to his interest to do so. The reason for his breaking of the contract was that the wages on the foreign vessels were in ratio with the wages received by shore men where they had signed on and which were much lower than the wages prevailing in the United States on vessels where there was a like ratio with the shore wages.

The result of the Seamen's Act has been to cause foreign shipowners to pay more wages, and while it is true that before 1916, when the Act went into effect, firemen and sailors could be engaged in Rotterdam, Copenhagen, Bremen, Liverpool, and other European ports at about $20 to $25 per month, now they are paying them $75 a month, or £15, the standard American wage.

It may be necessary to have a ship subsidy to make up for some other inequalities in shipbuilding or operation, but if seamen are given freedom to choose their employers a standard wage for the entire world will necessarily follow and be adopted. The Asiatic will get as much wages as the American or the Englishman. It will then become a question of which one of these races will be preferable to the employer at the same wage. Looking at it in this light, with artificial bonds removed, with the law of economy working properly, not only among nations but among individuals, can there be any doubt that the American people will rise to the opportunity and that the American seaman will again become a known quantity on the high seas?

I trust you will take occasion to treat this matter editorially in your columns. No greater service to the people of the United States could possibly be performed by any publicist than that of telling them the real truth as to the Seamen's Act. Admiral Mahan in his "History of Sea Power" has demonstrated that the principles of the Seamen's Act are true. As a nation we must have seamen as well as ships. Unless we guarantee to the men we want to go to sea a reasonale degree of liberty, protection, and right, and along with them the right to vote, we cannot expect Americans to be taking up the sea as a calling. S. B. AXTELL.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

in the British potteries the proportion of cases to those employed was only 1 in 64."

Dr. Hamilton recommends a strict sanitary code for employe and work-shop. "In deciding as to the length of the workday for women lead workers," she says, "it must be remembered that the longer the hours the greater the dose of lead absorbed, and the shorter the period for elimination of the dose before the next workday. It must also be remembered that fatigue increases susceptibility to lead poisoning and so does a heated or humid atmosphere."

Mackay Attacks Awards.

In a statement on the recent telegraph rate increase of 20 per cent. by Postmaster General Burleson, President Mackay of the Postal Company says:

"The real explanation is to be found in the report of the Western Union Telegraph Company for 1918 to the Interstate Commerce Commission, which has just been filed. It appears from an analysis of that report that Mr. Burleson has paid that company as compensation for five months, August to December inclusive, more than that company earned to the extent of about $2,500,000. This means a loss of over $5,000,000 for a whole year.

"Why did he give them more than they earned? And why did he give the Postal Company less than half of what it earned? If Mr. Burleson had given both companies exactly what they earned and no more, there would have been no occasion for raising the telegraph rates 20 per cent.

"He gives the Western Union $5,000,000 more than it should get, gives the Postal $2,000,000 less than it should get and then extorts from the public $16,000,000 more than there is any occasion or excuse for extorting."

Railroad Accidents Lessen.

"Safety first" policies under direction of the Railroad Administration have resulted in the organization of safety committees of employees and officers with 20,156 members, as compared with comparatively few men serving in this manner a year ago.

The railroad administration directs attention to the reduction in accidents as the result. In January, for instance, 94 persons were killed on railroads and 363 were injured, while in January, 1918, without the safety first movement developed, 212 persons were killed and 3,118 were injured.

The safety section of the Railroad Administration plans to make May a "no accident month" in the Southwestern region.

Equipment Price Less.

The Canadian Government announces that soldiers who participate in the benefits of its land settlement provisions will have the advantage of considerable reductions in price on the purchase of agricultural implements, live stock and harness. The Government has made arrangements to this effect with private parties, and will not sanction the purchase by soldiers of implements at prices greater than those quoted through these concessions.

Twelve hundred retail lumber dealers in three prairie provinces will sell lumber at wholesale prices, plus bare cost of unloading, handling and other charges.

Under the Government's land scheme a soldier must pay 10 per cent. of the purchase price in cash, but where soldiers have had farm experience in Canada, or who are otherwise qualified or equipped for farming, and who are not able to pay the 10 per cent., this amount may be waived by the Government. The purchase price must be in twenty-five annual installments with a 5 per cent. interest charge. Care is taken that the soldier is not victimized in the sale of land and that the land scheme will not be used by exploiters.

Single Tax Idea Grows.

That opposition is growing to the practice of holding idle land for increased values is shown by this statement published in The Public, a weekly magazine in New York City:

"Rack-rented New Yorkers and Americans in general will do well to keep an eye on Canada. Ottawa has been granted power by the Ontario legislature to submit to the people an ordinance exempting improvements and personal property—excepting water rates and school taxes—from taxation. The terms of the ordinance call for an exemption of 25 per cent. the first year, 50 per cent. the second year, 75 per cent. the third year, and a total exemption the fourth year.

"Persons who are acquainted with local conditions believe the people will approve the bill. If it is approved, Ottawa will in the space of four years have removed all taxes, save school and water taxes, from the products of industry, and added a corresponding amount to the tax on land. The difference to owners of well improved property will not be material, but to the owners of vacant land or poorly improved land it will be a compelling influence toward improvement. New York tenants may well ask themselves what the effect on rents would be if New York had fewer vacant lots and more buildings."

Facts obtained by military experts show that the first long-range guns that fired upon Paris on March 23rd, 1918, numbered three. They were installed near Mont Joie, in the Forest of Saint Gobain. Two were on the same railroad spur leading out of Laon, while the third was a little farther east in the vicinity of Crepy. According to the latest information, the guns were pointed at an angle of more than 65 degrees, a charge of 300 pounds of powder propelling the projectile to a height of 100,000 feet (nearly nineteen miles) on its murderous mission to Paris. With every shot ten or twelve marine guns of sixteen or seventeen-inch calibre fired simultaneously upon targets unknown in order to conceal the location of the super cannon. The shell was of 210-millimeter caliber (about eight inches). It weighed 300 pounds, but the charge of explosive contained therein varied between thirty and forty pounds. The manufacture of the shell was an innovation of the Germans. It is said to have been made of special steel treated with tungsten so as to offer the maximum of resistance for a minimum of weight.

DILLON VS. "STRATHEARN" CASE.

EDITOR, SEAMEN'S JOURNAL:

I have just received word from the attorneys for the steamer "Strathearn" that they are going to the Supreme Court of the United States on the questions of the constitutionality and application of Section 4530 half wage clause of the Seamen's Act to this British ship.

A few days ago I received a letter from John Dillon, libelant in whose name this action was commenced. Later he called upon me. Dillon is a tall, good-looking Irishman about forty years of age. He was a carpenter on the "Strathearn." He seems to understand the Seamen's Act pretty well, in fact better than some judges. He expressed the opinion that Judge Shepard was wrong when he held the five day clause, referred to the day of the arrival of the ship in port. He pointed out right away and said, "Why, the Act would not do any good at all if that was so, because only the big ships stay as long as five days in port."

That was the point on which the appeal from the decision of the District Court was originally taken by me. Then the case was taken to the Supreme Court of the United States on two certified questions. The Suneys for the steamer "Strathearn" that they Court of Appeals on the grounds that the record had not been properly certified and about three weeks ago the Circuit Court of Appeals again took the matter under advisement and on the briefs submitted by W. J. Waguespack and myself, decided that the Act was constitutional and applicable to foreign vessels.

It is interesting to know that the Circuit Court of Appeals in the Second Circuit, a preme Court returned it to the Circuit few days later handed down a decision in the case of Janssons vs. the "Italier," in which it expressed an opinion similar to that of Judge Shepard on the five day clause. This opinion, however, was gratuitous, in other words dicta. The question was not brought before the court for consideration but as stated by the court was set for future guidance of counsel and the courts. As the point was not proven at all and the question was not even discussed upon the argument of the case, it is not probable that the Supreme Court of the United States will give much weight to the opinion.

When Dillon called he also handed me a stipulation evidently prepared in the office for counsel for the ship "Strathearn" at New Orleans. The master tried to get Dillon to sign this, which would have dismissed his cause of action and settled his case forever, but Dillon would not sign and the case went on.

Dillon was very much surprised to learn that the International Seamen's Union had spent about $5,000 in an effort to collect his three months' wages and that the British Government had spent probably much more in an effort to prevent his collecting them.

He had in his hand a copy of the SEAMEN'S JOURNAL containing the recent decision of the Circuit Court of Appeals in his case. He will wait for the final outcome and I think can be depended upon to be on hand to receive the money due him.

Yours very truly,

SILAS B. AXTELL.

New York, May 7, 1919.

IN THE HEART OF A FOOL.

Never in the history of the art of writing has there been such an outpouring of literature on social science questions and kindred topics as to-day. Every known argument and appeal on the subject is artfully thrown in the path of the wayfarer that he who runs may buy. In volume they range from the diminutive brochure to the bulky, pretentious quarto. In mode of expression they run the whole gamut of the printed word, from the purely academic treatise to the more or less soul-stirring problem novel; from the abstruse to the self-evident, the subtle to the commonplace, the vague to the absolute. No possible avenue or vehicle for conveying the desired information has been neglected, so that a veritable embarrassment of riches has been created in a field where once only the select few might browse. About all that is left to the reading public is the matter of selection. And as to that, as Sam Weller said, "You pays your money an' takes your choice."

It goes without saying that where the harvest is so abundant there is bound to be a lot of chaff. In fact, the number of really worth-while books of the kind indicated is distinctly limited. Among the very best of recent vintage we unhesitatingly place "In the Heart of a Fool," a novel by William Allen White.

Were we addressing those only who have read Mr. White's previous stories we might, with profit to all concerned, stop right here. To them—his disciples they may truly be called—a book needs no other introduction or recommendation than the statement that it was written by him. But this, the latest of Mr. White's stories, deserves a circle of readers as wide as the bounds of civilization itself. For it lays bare to the bone the pharisaism and sham pretensions of modern capitalistic society, as manifested in its treatment of the conscientious objector to its tenets. And with the unerring instinct of the artist the author has presented his theme in a guise that cannot fail to impress even the most superficial of readers.

The general style of "In the Heart of a Fool" is lambent, yet subtly didactic. The most outstanding character in the tale is The Fool. His philosophy of life he discloses to a companion thusly:

"Henry, in this life I shall take what I find that I can get. I'm not going to be meek nor humble nor patient, nor forgiving and forbearing. . . . I want the advantage of my strength in this world, and I'm not going to go puling around, golden-ruling and bending my back to give the weak and worthless a ride. Let 'em walk. Let 'em fall. Let 'em rot for all I care. I'm not afraid of their God. There is no God. There is nature. Up to the place where man puts on trousers it's a battle of thews and teeth. And nature never intended pants to mark the line where she changes the order of things. And the servile, weakling, groveling, charitable, cowardly philosophy of Christ—it doesn't fool me, Henry. I'm a pagan and I want the advantage of all the force, all the power, that nature gave me, to live life as a dangerous, exhilarating experience. I shall live life to the full—live it hard—live it beautifully, but live it! live it! Henry, live it like a gentleman and not like an understrapper and bootlicker! I intend to command, not obey! Rule, not serve! I shall take and not give—not give save as it pleases me to have my hand licked now and then!"

Mr. White takes this avowed young hedonist and the other dramatis personae in the cast, and pilots them through a series of interesting and often exciting adventures and situations redolent of the atmosphere of small-town life in the Middle West. Where the pictures incline to somberness the gloom is invariably relieved by a deft touch of humor. As the plot thickens the reader is led by easy stages, and with consummate skill, up to the final climax, where the hero—strike-leader, idealist and apostle of the Democracy of Labor—is done to death by a "law and order" mob.

Running all through the story there is evidence a-plenty of the author's deep insight into human nature, and his sympathetic understanding of the wrongs so long and patiently suffered by the under dog in society. As an unusually lucid expounder of the eternal class struggle, with special reference to its after-the-war phases, the book should be read by every thinking man and woman in the land.

"In the Heart of a Fool" is published by the Macmillan Company, New York. Price, $1.60.

RESPECTABLE (?) SCABS.

The capitalist agitator is quite as scathing as the militant proletarian on occasions. The only thing is that the capitalist agitator generally does his work hidden from view and uses coercive methods that would not be at all "proper" if used by the workers

The chairman of the North Canterbury (N. Z.) Threshing Millowners' Association at the January meeting delivered himself of the following:

"Fifty-one members had paid into the Association, and there were about eighty owners who were not members. He regretted that these owners could not see their way to become members of the Association. It was a mean and niggardly policy on the part of these owners to profit by awards gained by the members of the Association without paying their own subscriptions."

Well, well! Now when union officials make similar remarks a great cry goes up from the capitalist press that the workers should be allowed complete freedom and should not be forced to join the unions.

Perhaps they will now deal similarly with this latest agitator.—The Queensland "Worker."

WALL ST. DEMOCRACY.

"Our laws are all too inadequate to deal with that public enemy, the labor agitator. We have a flabby public opinion which would wring its hands in anguish if we took the labor leader by the scuff of his neck, backed him up against a wall and filled him with lead. Countries which consider themselves every bit as civilized as we are do not hesitate about such matters for a moment."—Wall Street Journal.

In commenting on the foregoing the editor of the Detroit Labor News says: So far no policeman has arrested the editor of the Wall Street Journal for inciting a riot or murder; not even for disturbing the peace. Neither has Postmaster Burleson, the national thought controller, denied the Wall Street Journal the use of its second-class mailing privileges.

We also wonder whether this suggestion to shoot on sight those who do not agree with the exploiting interests, is a part of the new deal that labor is to get out of the victory of universal democracy! We will stop here—and let our readers form their own opinions and pass their own comments upon this stone-age method of adjusting differences between the workers and the exploiters.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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VANCOUVER, B. C.....529 Richards Street

Labor News

There are at least 150 co-operative societies in New England, within reach of Boston as a supply center.

The Hartford, Conn., local No. 15, International Brotherhood of Bookbinders, has secured a new wage scale for women members.

The International Brotherhood of Bookbinders secured 304 new members during the month ending March 10. The total membership on that date was 17,411.

The first wage conference held under the new minimum wage law for women in private employ in the District of Columbia has reported a miminum wage of $15.50 per week.

Miss Marie A. Depue, a high school teacher in Philadelphia, said: "The minimum salary of a teacher in Pennsylvania is $315 a year; 10,000 teachers in the State receive that salary. The average salary of a man is $71 a month and of a woman $51.

A special membership drive to enlist the thousands of women workers at the United States Navy Yards and Arsenals has been undertaken as a result of conferences in Washington between officers of the National Federation of Federal Employes and the presidents of local unions at several of the arsenals and navy yards.

Federal supervision of child labor, abolished when the Supreme Court last year declared unconstitutional the existing Child Labor law, was re-established on the 22d under regulations issued by the Internal Revenue Bureau puting into effect the new revenue act's tax on child labor products. The law levies a tax of 10 per cent. on net profits of any concern employing children under the specified ages.

The United States Department of Labor reports the migration of at least 200,000, and possibly 300,000, Negroes from the South to the North during wartime. Among the causes reported are dissatisfaction with conditions, the boll-weevil, floods, changes of crop system, low wages, poor housing and schools, unfairness in court proceedings, lynchings, desire to travel, and the influence of the Negro press.

The Co-operative World, a semi-monthly journal "devoted to the cause of Co-operation," has made its initial appearance as the organ of a local co-operative movement centering about Tampa, Florida. L. Fales, one of the earliest pioneers of co-operation in that secion of the country, is the editor. The organization, the Consumers' and Producers' Co-operative Association, is backed largely by organized labor, and expects to open a store within the next few weeks.

In concluding the annual meeting of the American Newspaper Publishers' Association, Secretary Lane declared, in referring to his plan for establishing soldiers on the land: "There are 250,000,000 acres of unused land in this country, and that includes large tracts in Wisconsin, Michigan, Maine, Minnesota, and the Southern coast States have 40,000,000 acres that are undeveloped, a crime against the world. Our proposition is to put the soldier out on this land, have him work his farm, build his house, pay him until he is on his feet, and then in forty years he can pay back Uncle Sam."

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aasgaard, Andrew
Aais, John
Abrahamson, John
Ackerstrom, P. R.
Alen, Hans
Akesen, A. R.
Albrigthsen, Gabriel
Alexio, Hakan
Alexanderson, C.
Alton, Nestor
Andersen, Andrew
Andersen, Bernhard
Andersen, Gustaf
Andersen, Gustaf Adolf
Andersen, Ferdinand
Andersen, Ludvig Harry
Andersen, John N.
Andersen, Oscar
Andersen, Kasmus
Andersen, Sixtuo
Anderson, Olaf
Anderson, Martin
Anderson, Otto E.
Anderson, John Fred
Anderson, Charley
Anderson, Paul Walfred
Anderson, Sam
Anderson, Adolf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Antonsen, Anton G.
Bach, Lars
Ball, W. J.
Bang, Robert
Barrington, Paddy
Bassen, Geo.
Berg, Harry
Berglund, Iver
Bergquist, Axel
Bergquist, Geo.
Bergston, Carl
Bergstrom, Karl
Berensen, Albert
Berentsen, Albert
Bendixen, Hans
Bennett, Robert
Biorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Booton, T. R.
Bowman, O. W.
Brumley, S.
Bracker, Hans
Brandt, Otto
Brund, Nils
Bugge, J.
Buhman, Hans
Burrows, S. W. F.
Caben, Adolf
Caglan, Joe
Carney, James
Carrol, J.
Carlin, Carl A.
Carlsen, Harald
Carlsen, Louie
Carlsen, Oscar
Carlson, Chas. H.
Carlson, Martin
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Chamberlain, L. C.
Christiansen, Christian D.
Christensen, Hans
Christofferson, Hans J.
Cunningham, James
Dahlberg, Eric
Dahlstrom, Arthur
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Harold Deneen, Henry A.
Douglas, Walter
Draebeck
Drage, John
Dryer, Trygve
Duveland, Carl
Dunn, Willfred
Dutton, Henry
Eaton, Isaac N.
Ekendahl, Walter
Ekwall, Gust
Eliasen, Karl K.
Eliasen, Hans A.
Ericksen, Kristoffer
Erickson, Eric
Ellingsen, Erling
Elstad, John
Ellison, John E.
Engberg, Oscar
England, Charles Ragnar
Engstrom, Fred
Erickson, John
Ettier, Frank
Eydinfeld, Louis
Fernquist, C. W.
Forsberg, John Moritz
Forstrom, Oskar
Forsberg, S. L.
Flemming, W.
Frammen, Ivar
Framnell, Arthur
Frederikson, J. Fr.
Fritz, John
Gabrielsen, Peder
Grauberg, Theodore
Grimeland, Daniel
Greighton, Paul
Gibson, William
Gullfelt, Anker
Gustafson, Oscar
Hansen, Siguard H.
Hansen, N.
Hansen, Hartvig
Hansen, Johannes
Hansen, Oscar
Hallberg, Oscar
Hallnero, Magnus
Halversen, C. H.
Harrington, Quinn
Hawold
Harris, Francis
Hayes, C.
Heger, Clarence
Helander, Chas.
Helvik, Fred
Hendriksen, Robert D.
Herneo, C.
Hill, Fred A.
Hilliard, C. R.
Holst, Herman
Holmberg, Ernest
Holmstrom, Harry
Hope, Martin
Howard, Geo.
Hvid, H. P.
Hvid, Hans
Huber, Chas. Luther
Jacobsen, Oscar
Jacobsen, Johan
Jacobsen, Hendrik
Jacobus, Adrianus
Johansen, C.
Johnsen, Angell
Johnsen, Carl R.
Johnsen, A. W.
Johnsen, Halvor
Johnsen, Jacob
Johnsen, Gus
Johnsen, John
Johnsen, Alexander
Johanson, Carl
Johanson, Erik
Johanson, J.
Johanson, Jacob
Johanson, Charles
Johanson, Adler
Johnson, Gust
Johson, E. C.
Jorgensen, Ed.
Jensen, Henry
Jorgeson Fredrick
Jensen, Hans
Jensen, James
Jensen, Jens
Jimenez, Ernest
Karlsen, Oscar
Karlsen, A.
Karlson, Erick
Karlson, Ingvald
Kajyren, Olof
Kelly, D.
Keane, John
Keilema, Mees
Kother, H.
Klinteberg, S.
Karlstrand, Gus
Kloe, A. E.
Kaleva, Johan
Kofoed, Geo.
Kulck, John
Knudsen, B.
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Linthorn, Herbert
Lafstrand, Gust
Larsen, A. M.
Landstrom, G. H. M.
Lilljegren, S. D.
Madsen, W.
Madsen, Christian H.
Magnusson, L.
Maher, Thomas
Maher, William F.
Martensen, Kristian
Mangsted, J.
McGregor, J.
McCoy, James
McLeod, Angus
Mortensen, J. R.
McGuire, J.
McPherson, James
McDonaugh, E.
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Moline, August
Morrison, William
Mark, Karl
Middlemas, Andrew
Maares, J.
Mosseoll, Mat
Moskill, Mat.
Miller, A.
Mitchell, Alex
Milder, Albert
Miettinen, John
Mortensen, K. A
Myammes, Johan
Murray
Nazel, Adolf
Nero, Louis
Nelsen, Isaac
Nelson, Axel W.
Nelson, Chas.
Nelson, Axel
Nelson, Laurits
Nielsen, Axel
Nielsen, Christian
Nielsen, A. A.
Nilson, John
Nilsen, Sven
Nilsson, Nils H.
Nolan, James
Noohis, P.
Nordquist, Karl Nils
Nurhmen, Edward
Nyman, Sigurd
Oberg, Joe
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olsen, Nic
Olsen, Albert
Olsen Ingvald
Olsen, C. E.
Olson, Geo.
Olson, Ben
Olson, John H.
Olson, Oscar
Olson, Joseph
Olson, John
Orling, Gust
Oncleote, L. T.
Overturf, J. C.
Pauchec, Carl
Peckstrom, George
Pedersen, Karl
Pedersen, P.
Pedersen, N. B.
Petersen, Charles
Peterson, O.
Peterson, Walter
Peterson, C. H.
Petterson, A. K.
Petterson, Herman
Petterson, Charles
Pearson, Gustav
Pearson, Johan
Pendville, Nicholas
Punis, Anthony
Punis, Anthony
Quandt, A.
Raad, Sigurd
Rasmussen, Peter
Renheim, Oscar
Reinhold, Gustaf
Renstrom, Peter
Revheim, O.
Resnas, Geo.
Robinson, W. N.
Rontved, I.
Roon, Oscar
Ronning (package)
Roskinen, Waino
Rosen, E. H.
Revheit, Oscar
Richardson, J. W.
Rimer, Robert
Ring, Walfrid
Reed
Reed, Nels
Rummen, Edvin
Rydquist, Carl H.
Rylander, Rudolf
Sandanger, Ole
Sanseter, Paul
Sather, H.
Sandstrom, Carl Albin
Sassa, Hjalmar
Searbe, Ole H.
Sciron, T.
Schmer, Harm
Schermaker, Anton
Selmidt, Emil
Seon, Arthur
Sorensen, Mauntz
Sohlberg, Olof
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Sjogren, John
Syversen, Oscar
Samuelsen, Edward
Salomon, John
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Strand, Charles
Strom, Oscar
Staff, Charles
Staff, Charles
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Strelner, John
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Swarson, Will
Swenson, John
Swerdrup, Thowald
Skjoldenborg, Freidjove P.
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Swanson, Wm
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Taft, Hans
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Tangerwas, Ole
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Thoreen, Carl
Thorsson, Victor
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Thynnes, Oscar
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Torrance, John
Toyra, Adolf
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Ween, P.
Weinberg, Edward
Williams, O. C. W.
Wilkeson, Dave
Wink, Pete
Witonen, Carl
Winters, Robert
Wilson, C.
Witanen, Carl
Williams, John
Wick, John
Williams, T. C.
Wilson, Alex
Witte, Louie
Wilhelmsen, Martin
Wold, Peder
Wriebodeu, W. van
Vanus, Hugo
Unwin, Harry
Undelstvedt, Bernhard
Zolenk, A.

Aberdeen, Wash., Letter List

Albers, Geo.
Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Christensen, Harry
Doll
Eliassen, H. C.
Fischer, Chas. O.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
Hederstrom, T.
High, Edward
Holm, Wm.
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Gust
Johnson, Hilmar
Khamp, S.
Kennedy, J. R.
Lampe, Fred
Magnusson, E. W.
Malkoff, Peter
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Pedersen, N. B.
Hahlf, J.
Risenius, Sven
Rosenblad, Otto
Soderlund, Uno
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.
Wilson, W.

Alaska Fishermen

San Francisco

Anderson, John
Danertson, Arthur
Erickson, J.
Erickson, John
Guilefsen, Hans
Glynn, Frank
Hanson, L.
Hanson, Emanuel
Hansen, J.
Johanson, F. C.
Jensen, A.
Jorsel, C. A.
Johansen, Gus
Johanson, J. G.
Jacobsen
Jeuett, Charles
Kjendalen, Ole V.
Kuhn, J.
Kruger, Wm.
Kittilsen, Carl
Lindberg, A.
Larsen, Olof
Mittchel, Joseph
Mikelson, Peter
Norberg, J. A.
Nyberg, Gust
Nannestad, Arthur
Nilsen, Emil
Norberg, Herman
Olson, Anskar
Repanen, Andon
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INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

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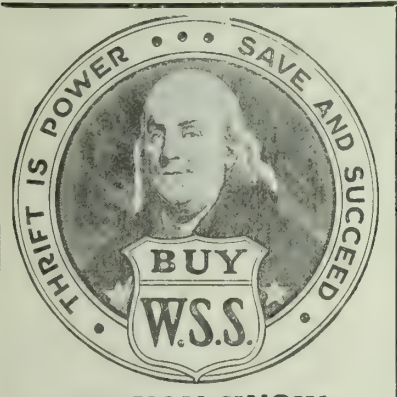

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INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

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INFORMATION WANTED.

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

An appeal has been taken by the owners of the Bark "Portugal" from the decision of the Federal District Court in the matter of salvage award of $30,000 recently made and referred to in these columns. The determination of this appeal may be a matter of six months. Seamen who wish to get their money as soon as possible should communicate with Silas B. Axtell, Attorney, One Broadway, New York, in order that I may send them a power of attorney form to be signed, which will be required by the court before the money can be paid out. The crew, of course, are sure to get some money and they will probably get their portion of the amount awarded by the lower court. It seems quite possible that the decision of the lower court will be affirmed.

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon. Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

Home News

Co-operative societies are being organized by labor men in the United States at the rate of about five a day.

The Bethlehem Steel Corporation in its annual report gives its total sales for the year ended December 31, $448,410,808, compared with $298,929,530 in 1917.

The last election in Kansas resulted in a gain of more than fifty elective offices by women, over the number elected two years ago. Women have not yet been elected as either sheriff or county attorneys, but these are the only classes of elective offices that have not been filled by women, in various counties of that State.

Two thousand men and women representing forty-six States have answered the call for a conference recently issued by the Committee of Forty-eight, with headquarters at 15 East Fortieth street, New York. The conference is called for the purpose of organizing "those who are interested in a thoroughgoing program of fundamental reconstruction," political, economic, and social.

The alienation of lands that had been set apart for the exclusive use of American Indians by the Government of the United States, into the hands of members of other races, has recently met with correction at different points on the Pacific Coast, where the United States Government has intervened and, securing a reversal of judgments of the lower courts, has restored the lands to their Indian owners.

Without a dissenting vote in either house, the Nebraska Legislature has enacted a law that will go into effect as soon as the Governor of the State signs it, which places all private, denominational and parochial schools in the State under the supervision and direction of the public school superintendents of the State, county and city, and requires them to maintain the same standard of equipment, textbooks and courses of study as the public schools.

The Bureau of the Census has made a public report of its work on divorce statistics. The figures show one divorce for every nine marriages. For 1916 the low divorce rates were in New York, North Carolina, and the District of Columbia; the high rates were in Nevada, Montana, and Oregon. Desertion was the leading cause. The marriage rate in 1916 was 1050 per 100,000, or nine times as great as the divorce rate of 112 per 100,000. The marriage rate in 1906 was 1020 per 100,000. Women obtained 68.9 per cent. of the divorces.

A supply of lumber sufficient to build 58,000 modern six-room bungalows was cut by California sawmills during 1918, according to a report just issued by the district office at San Francisco. The total actual cut reported to the Forest Service by 148 individual sawmills was 1,268,955 M. feet, a decrease of 147,881 M. feet over the cut in the State for 1917. This decrease was due very largely to unfavorable weather conditions, and to the shortage of labor incident to the war, according to the District Forester, who also makes the statement that interruptions to logging operations, due to forest fires, were for the State as a whole decidedly less frequent than for several previous years.

Domestic and Naval

The Shipping Board has ordered 100 vessels recently completed in Great Lakes yards to be re-equipped to burn oil as fuel instead of coal, which they were designed to use.

American shipyards built 2056 merchant ships, aggregating 3,225,000 gross tons, during the twelvemonth period ending March 31, 1919. This is three times greater than the production of the preceding twelvemonth period.

Substantial reductions in outward freights from the United Kingdom to Australia and New Zealand, beginning immediately government requisitions come to an end, were decided upon at a meeting of the representatives of the shipping lines concerned held in London recently.

The Bureau of Fisheries reports a series of meetings for demonstrating fish cookery, held at St. Augustine, Titusville, Miami, West Palm Beach, and Key West, Fla., under the auspices of the Home Demonstrators of the South. The housewives attending these meetings averaged from 35 to 120. At Key West sharks' meat, usually regarded as worthless, was made up into a salad, and its name concealed until every one voted it delicious.

Chairman Hurley of the Shipping Board announced that he had taken up with President Wilson the question of permitting American shipyards to build ships for foreign account so as to broaden their opportunities for obtaining business and furnish continuous employment for their labor. A number of American yards, particularly those on the Pacific Coast, have urged that the ban against accepting foreign orders be lifted so they might enter competition with foreign yards for tonnage to be built by Norway and other foreign countries.

Allan G. Ramson, of Scranton, Pa., claims he has invented a ship that is a radical departure from present lines; that is unsinkable, that is ten times as strong as the present ship idea; that can be operated at one-tenth of the cost, and that is capable of crossing the Atlantic in thirty-six hours. Mr. Ramson says the ship will surely revolutionize the shipping industry, declaring it not only utilizes the small amount of power put into its operation, but inducts power from the water and the air through which it passes. He gave a talk recently to the directors of the Board of Trade in Philadelphia, concerning his invention.

The new wrecking steamer, "Favorite," building at the yard of the Great Lakes Towing Company, Cleveland, to replace the wrecker of that name which was taken over by the Government late in 1917, is ready for business. The "Favorite," which is said to be one of the most complete salvage ships afloat, will be stationed at St. Ignace. James Callahan, who was chief engineer of the old "Favorite," will have charge of her machinery. The "Favorite" is 173 feet long, 40 feet beam and 16 feet molded depth. Her draft of water in ordinary trim is 7.5 feet forward, 12.5 feet aft, and with water ballast she can be trimmed to an even keel of 9.5 feet. She is equipped with a 35-ton crane of the locomotive type without trucks, which is located above the pilot house.

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Andersson, -1781
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Axelsen, Geo.

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Basanta, Antonio
Beck, John A.
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Benson, S. -986
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Carlson, Oscar
Carlsson, J. -1763
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Christensen, A. J. P.
Christensen, Harry
Christensen, L. P.
Christensen, Oskar
Christensen, V.
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Christenson, Hans
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Colman, J.
Corron, G. R.
Cowden, Len
Cox, F.
Crew, E. G.
Cubre, Jack

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Dahlstrom, Sven
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De Rady, Henry
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Dresser, Claton
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Duivenboden, W.

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Edwards, John
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Ertman, E.
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Evensen, Alex
Eversen, Petter

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Gronroos, Iver
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Gundersen, N. F.
Gundersen, Ole
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Guthre, R.

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Hakala, Paavo
Halversen, Erling
Halvorsen, O. -1672
Hanschman, W.
Hansen, H. H.
Hansen, Henry
Hansen K.
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Hansen, Rasmus
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Johnson, Oscar
Johnston, Leslie
Johannessen, A. -1487
Johansen, A. E. -2412
Johnson, Norman
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Jensen, E. A.
Jensen, H. -2425
Jensen, Hans
Jensen, Laurens
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Jorgensen, -2458
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Karlsen, Einar
Karlsen, -1190
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Olson, Knut
Overwick, Thos.
Paal, K.
Swanson, S. -2907
Tandberg, Einar

INFORMATION WANTED.

Charles Fraser, Otto Hanka, Karl Olsen, Wm. B. Pierce and Thos. Wostenholm are inquired for. Any one knowing their whereabouts will please communicate with J. T. Smith, of M. Thompson & Co., 112 Market Street, San Francisco, Cal. 5-7-19

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father, Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal. 4-30-19

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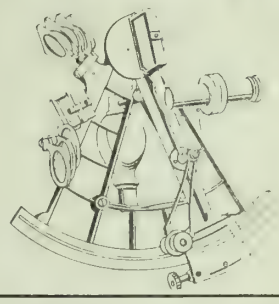
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News from Abroad

Brussels dispatches state that great loss of life among the natives of the Belgian Congo, as a result of an influenza epidemic, is reported. Some estimates place the number of deaths at 500,000.

Sir Auckland Geddes has made the statement that the British Government intends by successive stages to take over all hospitals within the next forty years. St. George's, London, will be the first.

Disorders in India, particular in Lahore and the district north of Bombay, have led to the declaration of martial law in several localities. Gujerat, in the northern part of the Bombay presidency, with a population of more than 9,000,000, is the seat of widespread rebellion.

Swedish press reports received by the State Department say that at the next meeting of Scandinavian Ministers Finland and Iceland will be represented as well as Sweden, Norway and Denmark. The paper states that the invitation will be issued by the Swedish Government, as the meeting is to take place in Stockholm.

The French Chamber of Deputies has rejected two woman suffrage amendments to the electoral reform bill, one providing that members of the chamber of deputies would be elected without distinction of sex, the other for the transmission of the right to vote to the next relatives of heads of families without distinction of sex.

The news that the union of Montenegro and Serbia, two nations of the same race, speaking the same language and professing the same orthodox religion, was finally accomplished, was telegraphed by a special correspondent of the London Daily News, who was present at the last sitting of the Montenegrin Parliament.

In a recent speech in Parliament Sir Edward Carson spoke at length of "the disgraceful condition of education in Ireland." There were 15,000 to 20,000 children in Belfast alone who had no schools to go to. Such schools as there were, were insanitary. The majority of children in Belfast passed into industry at the age of 10 or 11, and nobody objected, because it created vacancies in the schools.

Japan is one of the greatest producers of menthol and peppermint, and almost controlling influences are held by that country in the markets all over the world. Before the war the export trade in these goods witnessed a steady increase. In 1912 the export of menthol crystals was 174,861 pounds, valued at $791,671, but in 1916 the total volume of shipments amounted to 511,168 pounds, with a value of $1,200,493.

Birth control is preferable to emigration when a nation becomes overcrowded, in the opinion of Dr. C. Killick Millard, Medical Officer of Health for Leicester, England. He advanced arguments for his statement at a sitting of the National Birth Rate Commission. "I decline to see that a man should be accused of failing in his duty, if he declined to have children merely for the sake of emigrating them to the Antipodes," says the doctor. Out of 80 replies to a questionnaire he had sent out to medical men, the doctor is convinced that the majority do not regard birth control as necessarily injurious.

With the Wits

"Alice seems very liberal in her views." "Yes, and very lavish of them."—Boston Transcript.

She—Am I the first girl you ever kissed? He—Gosh, no! Wasn't I in France the day the armistice was signed?—Stars and Stripes.

"I want a piece of meat without any bone, fat, or gristle." "Ye'd better buy an egg, mum."—Philadelphia Evening Bulletin.

Gibbs—I tell you, no one can fool my wife.

Dibbs—Then how did you get her? Los Angeles Times.

"Was Rome founded by Romeo?" inquired a pupil of the teacher. "No, my boy," replied the wise man; "it was Juliet who was found dead by Romeo."—London Answers.

Bacon—Are you going to Mrs. Styles' musicale?

Egbert—Why, I expected to go—

Bacon—I'm to sing, you know.

Egbert—But I've changed my mind.—Yonkers Statesman.

"I'll grant you three wishes," said the fairy. "Nothing to it," declared the woman. "Eh?" "I gotta husband who does better than that every day."—Louisville Courier-Journal.

Mrs. Henpeck—To think that I once considered you a hero! Oh, la-la-la! Mr. Henpeck—I suppose the thought struck you on the evening I performed the death-defying and foolhardy feat of proposing marriage to you.—Buffalo Express.

"What'll you have?" asked the waiter. "I'm not predicting," replied the weary citizen. "I'm going to order a cup of strong coffee with fresh cream and a steak done rare. Then I'm going to eat what you bring me and say no more."—Washington Star.

First American Soldier (to pal, writing a letter in shell-wrecked town)—Here, Jim, you aren't allowed to write your folks the name of this town that we're in. Somebody might recognize it. Second American Soldier—Aw, gwan! Even a guy that had lived here all his life wouldn't be able to recognize it now. —New York Globe.

"It is not always necessary to make a direct accusation," said the lawyer, who was asking damages because insinuations had been made against his client's good name. "You may have heard of the woman who called to the maidservant: 'Mary, Mary, come here and take the parrot downstairs—the master has dropped his collar-stud.'"—Windsor.

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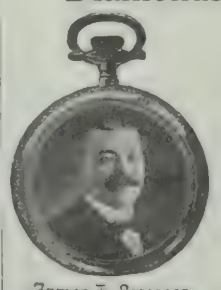

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VOL. XXXII, No. 37. SAN FRANCISCO, WEDNESDAY, MAY 21, 1919. Whole No. 2539.

ALASKA FISHERMEN'S AGREEMENT

Wages and Working Conditions for the Season of 1919

Secretary I. N. Hylen, of the Alaska Fishermen's Union, has supplied the Journal with a copy of the Alaska Salmon Fishermen's Agreement covering wages, percentages and working conditions established by the Union for the Season of 1919.

All who have followed the splendid progress of the Alaska Fishermen's Union, since its birth, will find in the Agreement printed herewith still further practical and tangible evidence of the old contention that "it pays to organize"!

It should be noted that with the exception of certain special conditions and percentages under Section 5 of the General Agreement (noted as compensation) the Agreement applies to all parts of Alaska.

AGREEMENT

Seamen, Fishermen, Beachmen, Trapmen

This Agreement attached to and made a part of the shipping articles between. . . . . ., a corporation, the party of the first part, and hereinafter referred to as . . . . . ., and each of the men signing the articles as party of the second part, witnesseth:

Section 1. The parties of the second part hereby engage in the services of said....., and agree and promise for the consideration hereinafter mentioned to give their whole time and energy to the business and interests of said..... and to work day or night (Sundays and holidays not excepted), according to the lawful orders of the captain, superintendent or whoever may be in charge; that they will during the time that they shall remain in the employ of said....., work and labor in the capacity of

Seamen, Fishermen, Beachmen, Trapmen.

Also to work on boats, lighters, vessels and in canneries, salteries and/or in any other capacity, up and down, and at and about the cannery or salting station assigned to, as per specifications of this agreement, and for the compensation herein provided.

Sec. 2. (a) Before and after the fishing season the following conditions shall apply: Forty-eight (48) hours shall constitute a week's work, time figured from Monday morning six o'clock until Saturday evening six o'clock in each week, provided, however, that at no time shall any men be compelled to work more than twelve (12) hours within each twenty-four (24) hours. If less than forty-eight (48) hours have been worked by any man between Monday six a. m. and Saturday six p. m., he shall not have to make up this time. Any man working over forty-eight (48) hours during a week or over twelve (12) hours during twenty-four (24) hours shall receive extra compensation at the rate of Fifty Cents (50c) for each excess hour so worked. Before and after the fishing season any man working between the hours of six p. m. Saturday and six o'clock Monday morning shall be paid extra compensation for such work at the rate of Fifty Cents (50c) per hour.

(b) Work done on Decoration Day shall be paid for at the rate of Fifty Cents (50c) per man per hour.

(c) In Alaska the forty-eight (48) hour week's work shall not apply to men selected as ships' watchmen; these watchmen, however, shall during this time have one night off within each week unless Five Dollars ($5.00) is paid therefor.

(d) Men must have their working time entered daily in their time books.

(e) For men working ashore actual working time to be credited. For men not working ashore, time in transfer to vessel to be credited. Time returning from vessel to shore not to be credited.

(f) For refusal to work each man shall pay the .....Five Dollars ($5.00) for every day refused.

(g) The beginning and the ending of the fishing season to be determined by the superintendent.

Sec. 3. (a) No seamen, fishermen, beachmen or trapmen, shall be compelled to work as cooks or waiters (except in emergencies caused by sickness or accident), or to work in fireroom or engine room of steamers other than filling coal bunkers, or to do any painting, or to work at any other cannery than the one to which they are assigned, except as provided by section 7, or to work building new canneries, salting stations, houses, lighters, boats or permanent ways, or wharves or extensions to same, or telephone or telegraph lines, or painting, or handling lumber or other construction materials for new canneries, salting stations, houses or for shipbuilding purposes, or handling cargo or materials from or to other parties, or handling cargo, machinery or other material for a cannery or salting station not in operation, unless extra compensation is paid therefor.

(b) Before and after the fishing season men shall not be required to work as mechanics in canneries or make boxes, lacquer and label cans, unless extra compensation is paid therefor.

(c) Men put to work on telegraph or telephone lines shall be remunerated for extra wear of their oilskins and rubber boots in addition to extra compensation and all other earnings.

(d) Extra compensation shall be paid for all work above specified under this section at the rate of Fifty Cents (50c) per hour. Money so earned to be equally divided among all fishermen, beachmen and trapmen at the cannery or salting station to which men doing such work are assigned, with the exception of hours worked by these men over eight (8) hours within each twenty-four (24) hours, which extra earning shall be paid to the individual men doing such work at the rate of Seventy-five Cents (75c) per hour.

(e) In cases of emergency such as safety of ship's or company's property being in danger, such work shall be done at any and all times without extra compensation.

(f) No extra compensation shall be paid for repair work. Painting shall not be considered repair work. Coaling any of the company's steamers shall not be considered extra work and no extra compensation shall be paid therefor except as provided in section 2.

Sec. 4. (a) The time of service shall be from the date of sailing from until return to ....., all on vessels to be designated by the....., except in case of shipwreck or necessitated abandonment of the ship through stress of weather or lawful discharge, then all wages shall cease at the date of such casualty or discharge, except for such men as are paid for the run. If such disaster occurs before or after vessel has arrived at its destination in Alaska, these men shall receive the full run money.

(b) All shipwrecked men transferred to another vessel shall continue to work in accordance with these articles on any vessel to which they may be assigned.

Sec. 5. **Compensation.**

(a) **Gill Net Fishermen.** Each gill net fisherman shall receive in addition to the wages of ONE HUNDRED AND EIGHTY DOLLARS ($180.00) for the run and all other moneys earned under this agreement, TWENTY CENTS (20c) for each King Salmon, THREE AND ONE-HALF CENTS (3½c) for each Red or Coho Salmon, TWO CENTS (2c) for each Chum or Dog Salmon and ONE CENT (1c) for each Pink Salmon, caught and delivered to the.....

(b) The.....shall not be compelled to take any Dog or Pink Salmon, but if received they are to be paid for at above rates.

(c) Fishermen put to cleaning or repickling salmon after fishing season shall be paid extra compensation at the rate of FOUR DOLLARS ($4.00) per day per man. Money so earned to be divided equally among all the fishermen, beachmen and trapmen attached to the cannery.

(d) Fishing boats and crews ordered transferred to fish at another station than the one originally attached to shall be selected by lot and shall receive for loss of time in transfer credit for average catch during such transfer of boats remaining at the respective canneries. Before and after fishing season crews of these boats shall work at the cannery they were originally assigned to. No fishing to be done in Wood River or within 500 yards of its mouth or in Nushagak River.

(e) **Limit.** Limit 1,200 salmon per day.

(f) **Beachmen and Trapmen.** Beachmen and trapmen in any part of Bristol Bay shall receive in addition to the wages of ONE HUNDRED AND EIGHTY DOLLARS ($180.00) for the run and all other earnings as provided by this agreement, compensation equal to the

average amount paid for salmon to all gill net fishermen at the same station.

(g) For every line of canning machinery for tall cans operated in Bristol Bay canneries, three beachmen shall be employed exclusive of men on traps, steamers and launches. Beachmen in excess of this number may be transferred to other work.

(h) The number of filling machines to be operated at the respective stations shall be specified in this agreement.

(i) Beachmen and trapmen shall be assigned to their stations and fishermen shall be assigned to their respective canneries at the time of signing this agreement.

(j) Fishermen, beachmen and trapmen hired in Alaska shall commence work with the arrival of the first sailing vessel and cease work with the departure of the last sailing vessel of their respective stations and shall each receive in place of run money the sum of NINETY DOLLARS ($90.00), together with all other compensation as provided for fishermen, beachmen and trapmen in this agreement.

(k) Fishermen, beachmen and trapmen, other than natives, hired in Alaska and not performing such work before and after the fishing season, shall not receive said sum of NINETY DOLLARS ($90.00); credit shall be given to the fishermen, beachmen and trapmen at the respective stations for all such sums of NINETY DOLLARS ($90.00) not so paid and it shall be shared equally among them.

(l) Men remaining in Alaska to be paid after last vessel is loaded. Men on regular annual or monthly pay not to be included.

(m) Should any fishermen, beachmen or trapmen be detained at any of the Bristol Bay stations after August 31, extra compensation shall be paid them at the rate of ONE HUNDRED DOLLARS ($100.00) per month for the time of such detention, including day of sailing. During such delay after August 31 eight hours within each twenty-four hours shall constitute a week-day's work. During such delay after August 31, work done on week days over eight hours within each twenty-four hours and work done on Sundays and Labor Day shall be paid at the rate of SEVENTY-FIVE CENTS (75c) per hour to each man so working.

(n) Should any salmon be taken from traps more than twenty-four hours after the superintendent of the station has ordered the gill net fishing season ended, credit at the price under this agreement shall be given to all fishermen, beachmen and trapmen at the respective stations and be shared equally among them.

(o) For salmon transferred to Nushagak, Kvichak, Naknek, Egegak or Ugashik from other stations, all fishermen, beachmen and trapmen employed at the station where such salmon are received shall share alike in an extra compensation equal to fifty per cent. of the price paid for such transferred salmon where caught. No such extra compensation shall be paid for salmon caught by boats transferred to another station. All red salmon caught by fishermen at stations receiving such transferred fish shall be accepted in preference to salmon sent from other stations.

(p) The basis of compensation of wages if paid by the case shall be a case of salmon containing forty-eight (48) one-pound tall cans. For wage purposes, if any salmon are packed in half-pound cans three cases of forty-eight (48) half-pound cans each to be computed as two cases of forty-eight (48) one-pound tall cans, and three cases of ninety-six (96) half-pound cans each as four cases of forty-eight (48) one pound tall cans. If salmon are salted, each barrel of salmon is to be computed as four cases and each half barrel as two cases of forty-eight (48) one pound tall cans. Regular red salmon prices shall be paid for any and all other kinds of fish that may be put up for the company in cans or barrels, dried, smoked or salted.

(q) The other men shall receive the compensation set opposite their respective names on the articles.

(r) Man with family dependent upon him shall be allowed no less than FIFTY DOLLARS ($50.00) per month payable on the first of each month. Payments to commence on May 1.

(s) All moneys earned to be payable in .....after the return of the expedition, except the sum of TEN DOLLARS ($10.00) which is to be paid on the homeward voyage to each man signing this agreement.

The other men shall receive the compensation set opposite their respective names on the articles. All moneys earned to be payable in San Francisco after the return of the expedition, except the sum of Ten Dollars ($10.00) which is to be paid to each man signing this agreement on the homeward voyage.

Sec. 6. (a) Men not on monthly or season's wages shall be paid in addition to full run money and all other earnings, extra compensation at regular coasting rates and conditions if vessel they sail on from home port to Alaska calls for cargo on the up trip at any port not in Alaska, the extra time to be computed from date of departure from home port until departure from such intermediate port, both dates included.

(b) Men not on monthly or season's wages returning on vessels leaving canneries for home port via any intermediate port shall be paid in addition to full run money and other earnings, coasting rates and conditions from date of leaving canneries until date of leaving such intermediate port, both dates included.

(c) Men arriving from Alaska on..... vessels at a port of destination other than ....., shall receive at that destination in addition to their agreed pay, first class transportation to....., or the equivalent thereof in money and Two and 50/100 Dollars ($2.50) per day for maintenance while waiting for transportation.

(d) Men hired by Seattle, Astoria or Portland companies in San Francisco, or vice versa, shall receive first class transportation to port or shipping and return, and two and 50/100 Dollars ($2.50) per day maintenance for time detained at port of shipping. Such transportation shall not be required to be furnished to men who have shipped in the same United States Customs District as the port of destination.

(e) Each man signing under this agreement at home port shall receive additional compensation at the rate of Two and 50/100 Dollars ($2.50) per day for each day delayed in home port if the vessel on which he sails is delayed more than two days after the date he is ordered on board, provided that this additional compensation shall not be paid if the delay is caused by order of the Government, stress of weather or action of men signing under this agreement.

(f) Any man signing under this agreement and discharged before sailing without fault on his part justifying such discharge, and without his consent, shall receive One Hundred Dollars ($100.00) as compensation in full to be paid within forty-eight (48) hours after discharge.

Sec. 7. (a) In case of permanent stoppage of salmon canning at the cannery, by reason of inevitable accident or casualty during the fishing season, and before three quarters of the pack has been made, according to the Chinese **contract** guarantee, such men as are not transferred to another cannery shall then receive in addition to percentages earned, full run money and monthly wages then earned, One Hundred Dollars (100) per month from time of such stoppage or destruction of cannery until return to home port.

(b) If three-quarters of the pack has been made according to the Chinese contract guarantee, the men who are not transferred to another cannery shall continue to do such work in accordance with the reading of sections 2 and 3 as the superintendent may direct, for not over twenty-one (21) days from the date that cannery operations cease without extra compensation; but if retained longer than twenty-one (21) days they shall receive, in addition to percentages earned and full run money, or monthly wages then earned, wages at the rate of One Hundred Dollars ($100.00) per month from time of expiration of the twenty-one (21) days until return to home port. Eight (8) hours within each twenty-four (24) hours to constitute a day's work. Extra time worked to be paid at the rate of Seventy-five Cents (75c) per hour to each man so working.

(c) If men are transferred to fish at other canneries, men retained at the destroyed cannery shall, in this case, receive average of boat's catch by men so transferred.

(d) Men transferred to work at another cannery shall receive in addition to all moneys then earned, percentages and conditions prevailing at the cannery to which they are so transferred.

(e) Each cannery shall be supplied with material sufficient for twenty-two thousand cases of forty-eight (48) one pound cans, or the equivalent, for every line of canning machinery for tall cans operated. Except in case of loss of material, wholly or in part through shipwreck or otherwise, fishermen, beachmen and trapmen shall be paid at the regular ratio of pay prevailing at such cannery for the amount of any shortage, provided, however, that the material on hand has been used up in canning before the run of salmon ceases.

Sec. 8. (a) On sailing vessels there shall be deducted from the run money of each fisherman, beachman or trapman not able to both steer and go aloft, the sum of Twenty Dollars ($20.00) on the outward voyage to Alaska and Ten Dollars ($10.00) on the homeward voyage from Alaska. Men not able to both steer and go aloft shall not be placed on the lookout, but shall stand their respective watches and do such other work as they may be able to do in accordance with sections 9 and 10, provided that no deductions shall be made from the earnings of netmen, watchmen, lamptrimmers or water-tenders. From every twelve gill-net fishermen aboard such vessel, one man may be detailed to work on nets. On the homeward voyage netmen not able to steer or go aloft shall do such work as they may be able to do in accordance with section 10. All money deducted on a voyage of a sailing vessel shall be equally divided among the following men aboard,—the mates of the vessel (if such mates have signed as fishermen, beachmen, or trapmen in addition to other services), the netmen and all other fishermen, beachmen and trapmen able to steer and go aloft. Watchmen, lamp-trimmers and water-tenders shall not share in money so deducted.

(b) Men not steering or going aloft on outward voyage shall not steer or go aloft on return voyage.

(c) All men assigned to steamers shall each receive full run money.

(d) For the outward voyage of sailing vessels having accommodations for two watches only, the men shall be paid Twenty-five Dollars ($25.00) each in addition to all other earnings. For the homeward voyage paragraph (a) of this section shall apply.

(e) On Bristol Bay vessels there shall be selected a sufficient number of men to discharge and load the vessels, these men to do such work in any Bristol Bay port, but they shall be required to do this work on their respective vessels only in accordance with sections 2, 3 and 9, except on vessels carrying two watches only the superintendent may put additional men on such vessels while discharging and loading. On all vessels with destinations other than Bristol Bay ports all men signing under this agreement shall discharge and load cargo. In all vessels, except steamers and schooners, there shall be no less than eight men working in the hold during the actual time of discharging and loading.

Sec. 9. Men who stay on vessels while discharging and loading agree to work all cargo to or from any lighters, steamers, vessels or canneries belonging to the.....; also to moor and clean ship, bend and unbend sails and prepare hold for cargo in accordance with sections **2 and 3**, but all lightering shall be done by the crew of the cannery to which cargo is consigned.

Sec. 10. After vessels leave Alaska for .....all men shall clean ship and scrape and oil down masts and booms when ordered. Men shall not be required to clean quarters of Orientals.

Sec. 11. Each boat used for gill-netfishing shall be equipped with tent, pump, bailer, one double and three single blocks, two water breakers of not less than four gallons capacity each, and one oil pressure stove. Boat and all equipment to be returned at the end of the season to cannery in good order. Articles missing to be paid for by boat's crew, except lost by unavoidable accident.

Sec. 12. (a) At the time of signing these articles gill-net fishermen shall be given the numbers of their respective boats.

(b) All gill-nets shall be numbered and selected by lot before fishing begins.

(c) After gill-net men have selected their fishing partners, the captains shall remain in their respective boats for the season, and no changes in boat pullers can be made except by the mutual consent of the men making the changes.

(d) If any man is incapacitated for gill-net fishing on account of illness or accident, he shall, upon recovering, be given the privilege of returning to his original boat.

(e) If any gill-net fisherman loses his partner through sickness or accident, or by partner leaving the boat, and is unable to find another partner, the superintendent may select a new partner for him. If such partner be unobtainable the fisherman so left alone shall be placed to work until a fishing partner is secured. While not fishing such man shall receive credit for the average catch of boats fishing for his respective cannery or limit when boats are on the limit.

(f) A gill-net fisherman refusing to go fishing or work otherwise shall be considered as having quit the employment of the company, and shall be paid in accordance with section 18 and the company thereby released from all further obligations to him.

(g) During the fishing season all gill-net fishermen must lay out nets at least once in twenty-four (24) hours, weather permitting. Boat crews not doing so shall pay the ..... Five Dollars ($5.00) per man for every day they neglect to lay out.

(h) If any gill-net man is put at any other work than fishing during the fishing time, he shall during such time as he does other work receive the average (or the limit when boats are on the limit) of the men fishing for the cannery to which he is assigned.

(i) Gill-net fishermen working or ordered ashore shall be paid Seventy-five Cents (75c) per hour for each hour so working, provided fishing average is below Seventy-five Cents (75c) per hour.

(j) During the fishing season any gill-net fisherman working ashore shall receive extra compensation at the rate of Seventy-five Cents (75c) per hour for all hours worked in excess of twelve (12) during every twenty-four (24) hours, customary working hours to prevail. Gill-net fishermen so employed at canneries shall not be required to handle salt or salt salmon. Beachmen may be transferred to salting salmon.

Sec. 13. (a) The..... reserves the right to limit each boat to not less than twelve hundred (1200) salmon per day, such limit to commence at midnight following notification. Notification of limit to be given before six P. M. by hoisting a large red flag both at the cannery and at receiving lighters.

(b) When boats are on the limit they may make one or more deliveries between midnight and midnight, but all boats must be discharged

(Continued on Page 9.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Equal Pay For Women.

The National War Labor Board has recommended that the Western Chemical Company of Denver give women employees equal pay with men for equal work, and that the employees elect a committee to take up complaints with the company.

The Board ruled that there was no justification for reducing wages, since the complaint was filed against the company last November, and that the original wage should be restored with back pay from the time of the reduction. The Board recommended that employees be granted time and one-half in excess of eight hours a day and double time for Sunday and holiday work.

Child Labor Tax Law Is Declared Illegal.

Federal Judge Boyd of Greensboro, N. C., has ruled that the tax of ten per cent. on the net profits of a concern employing child labor is a violation of States' rights and is therefore unconstitutional. The same court recently ruled that the Keating Child Labor law, which denied interstate shipments to child labor commodities, was unconstitutional. This decision was upheld by the United States Supreme Court, and Congress then passed the tax law, which is now set aside by Judge Boyd, who said that this legislation tries to accomplish regulation of employment by indirection under the taxing power of Congress, as the previous law attempted to accomplish the same purpose under the interstate commerce powers. Both attempts, he holds, are in conflict with States' rights.

The case was started by a Charlotte (N. C.) employer. The manufacturers had a more than passing interest in the proceedings as is indicated by this statement from Charlotte by Secretary Adams of the American Cotton Manufacturers' Association, who fails to distinguish between employing a child and a developed man:

"The manufacturers are contesting this law as a matter of principle rather than merely the working of young people. The manufacturers claim that if this law is held constitutional the precedent is established whereby the Federal Government can make and enforce any regulation covering conditions of employment, wages, hours and other kindred matters.

"This case has been appealed and will be carried direct to the United States Supreme Court. An effort will be made to secure a hearing at this session of the court."

Labor Pact Approved.

President Wilson has cabled Secretary Tumulty that the labor program adopted as part of the treaty of peace "constitutes one of the most important achievements of the new day in which the interests of labor are to be systematically and intelligently safeguarded and promoted."

The message was made public at the White House and reads as follows:

"The labor program which the conference of peace has adopted as part of the treaty of peace constitutes one of the most important achievements of the new day in which the interests of labor are to be systematically and intelligently safeguarded and promoted. Amidst the multitude of other interests this great step forward is apt to be overlooked and yet no other single thing that has been done will help more to stabilize conditions of labor throughout the world and ultimately relieve the unhappy conditions which in too many places have prevailed. Personally I regard this as one of the most gratfying achievements of the conference."

Would Exploit Children.

Trade unionists and Mrs. Edwin Solenberger, representing the Civic Club of Philadelphia, battered to pieces the claim of child labor advocates that the present child labor law should be weakened.

The hearing was held before a legislative committee and it took Mrs. Solenberger about two minutes to put these employers "over the ropes." The cigar men argued that their business would be ruined if children were not taught the trade. The Philadelphia woman replied that the cigar men are doing 27 per cent. of the business of the country, and that if a business that controlled 27 per cent. of the trade of the nation has managed to get that far without grinding up boys and girls it may reasonably be expected to last just a little while longer, even though it is unable to get its clutches on the babies.

State Commissioner of Health Martin told the committee that tobacco is bad for growing children and that he would not send a girl of his own into a cigar factory.

Trade unionists recorded their opposition to the bill and predicted that the time is coming when children between the ages of 14 and 16 would be in school, instead of in factories.

The author of the bill acknowledged that as originally drawn it would legalize the employment of children in a number of hazardous occupations, but that it was later modified to only permit the cigar industry to exploit children.

Miners Held Liable For Over $600,000.

In upholding a judgment of $200,000 against the United Mine Workers of America, the Federal Court of Appeals in St. Paul, Minn., has ruled that a trade union is liable for the acts of individual members. The judgment, which is similar to the English Taff Vale decision, which was overthrown by the English Parliament, was rendered by the United States Court for the Western District of Arkansas

Under the Sherman Anti-Trust law the judgment is automatically trebled and the United Mine Workers of America, as an organization, is held liable for damages totaling over $600,000.

The suit is the result of an attempt by a Philadelphia high financier to operate Arkansas coal companies on a non-union basis after he had contracted to pay higher royalties for his coal lands than did his

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22 Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

On April 22 the French Senate passed the eight-hour labor bill, which now becomes a law.

Quietly but steadily the labor question is becoming one of the new factors in the politics of Japan, and the formation of a labor party is generally expected to take place soon.

The strike which had been in progress in Limerick for some time was called off on April 24, the military authorities having made slight concessions to the strikers at the request of the Mayor and the Bishop of Limerick.

The movement for the shorter working day continues in England, and numerous trade union agreements calling for forty-four and forty-eight hour weeks are reported daily. The State Department reports consular advices from Holland and Peru announcing legislation establishing the eight-hour day for public employes in those countries.

The U. S. Department of Labor is preparing two bulletins on international labor legislation. One, a historical account of the movement, is the reproduction of all treaties and an analysis of their terms; the other is a critical statement of existing labor standards, as well as international labor standards and proposals for international standards, offered for adoption as part of the constitution of the League of Nations.

The New York Times German correspondent asserts that the German government contemplates submitting a bill prohibiting any kind of a strike until all other means of settling labor disputes have been exhausted. This measure has been advised by the highest economic authorities, who have told the government that German industry, indeed, Germany's whole existence, is doomed unless the present strike epidemic ceases at once.

According to the report of the Commission on International Labor Legislation of the Peace Conference, the International Labor Office, to be established at the seat of the League of Nations, will be under the control of a governing body of twenty-four members. The function of the International Labor Office will include the collection and distribution of information on all subjects relating to the international adjustment of conditions of industrial life and labor.

In answer to the action of the International Socialist Conference recently held in Berne, Switzerland, in appointing a commission to go to Russia and investigate the political and economic accomplishments of the Socialist Soviet Republic, the Soviet government has replied to the effect that it welcomes the visit of the commission to Russia and will guarantee to give it every opportunity to obtain complete information relative to the actual condition in the former Empire of the Czars, now a people's republic. The Soviet government's reply, which was sent by radio to Paris, ends with a bit of charming irony. Here is the text: "Now that we authorize without conditions the inquiry of this commission in Russia, we would like to know if the governments whose subjects are to take part in the work of the commission will authorize a commission of the Republic of Soviets to visit their countries."

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246 SUMMER STREET, BOSTON, MASS.
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San Pedro Letter List

Aalto, Harry	Hecker, William
Amundsen, Pete	Jones, E. L.
Anderson, Gunnar	Jensen, Jens
Anderson, Sven	Johansen, Fritz
Anderson, Axel	Johansen, N. A. -1604
Andersson, Frank	
Aaman, E	Johanson, John A.
Anderson, Gust	Johansen, Carl
Abo, Jack	Johnsen, John E.
Belune, W. A.	Johnson, Eduard C.
Bagas, H. L.	Jonassen, Johannes
Bergh, Bengo	Larsen, Jorgen -1414
Bjellaton, Martin	Larson, Martin
Brander, Wm	Leto, Eley
Breien, Hans	Lauritsen, Ole
Bruce, Albert	Lechemus, Bill
Constian, James	Lewis, Harry S.
Davis, Orville	Linden, Chas. F.
Doage, Sigvald	Lindholm, Charles
Dostal, Alfred	Magnussen, Karl
Evensen, Ed	Miller, John
Eveleon, Herman	Nelson, Harry
Felvig, John	Neyberg, Berger
Gerner, Hans	Nielsen, S.
Granwald, Alois	Olsen, Martin
Grassen, Joe	Pederson, Carl
Graners, Gust	Peterson, Hugo
Goulet, Louis	Peterson, Nels. -1698
Gunerud, Thorvald	
Hansen, Adolph	Raama, Henry
Hingren, John H.	Rosenthal, Walter
Hoek, A	Parko, Otto
Holmstrom, Fritz	Samson, Louis
Hoyberg, Alexel J.	Sondberg, Neil A
Hansen, John	Schlieman, J
Heissman, K	Skinner, Gust
Hederstrom, T.	Stratton, R. M.

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will plcase notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.
3-26-19

Sternberg, A.	Zunderer, Theo. (Questionnaires)
Stringer, H	
Sundholm, Fred	Berner, Albert
Sundholm, Carlos	Christensen, Ole Martin
Swenson, Ben	
Tiller, Edward	Doage, Sigvald
Thompson, Alex S.	Holm, Frank
Thoren, G. A.	Johansen, Carl M.
Tvak, J. H.	Johansen, N. A.
Wahl, J.	Lindroth, Carl Aug.
Willehnson, Karl	Pedersen, Carl
Wrig, F.	Tvak, John H.
Yeoman, W. E.	

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1124	Martinsson, E.
Holmstrom, Carl A.	Meyer, Karl
Honge, Anton	Nielsen, Alf. W. -1054
Jacobson, Pett	Person, Fritz
Johnson, Poutus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
Kennedy, James Rea	Seypried, M. -2962
Magall, Michael	Swansen, Carl

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Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas W.
Anderson, C.	Melgant, F.
Andreasen, N.	Miller, Harry
Ahren, Wm. J.	Mikkelsen, Harry
Backman, Peter W.	Mortensen, R.
Bjork, Rudolf -2206	Murphy, Francis Leo
Bohm, Franz	Nordman, Alek
Christensen, H. P.	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Elkland, Ole	Nielsen, W. -1000
Elliot, Austin A.	Nogat, E. G.
Eriksen, C.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Guthrie, V. A.	Olsen, Kristian
Geiger, Joe	Pope, Herbert
Graaf, John D.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, Frank A.
Hauschild, R	Petersen, Anton -1675
Henriksson, Wm.	Petesen, Knut
Henriksen, Geo.	Petter, G.
Hill, Chas.	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
Johnson, Karl	Rosenblad, B.
Jorgenson, Earl	Ross, Geo.
Jensen, H. T.	Samuelsen, S.
Johansen, Johan	Siebert, Gust
Johnson, C. A.	Sjolund, Victor
Kase, A.	Swanson, Ernest
Kaskinen, Albert	Swenson, C. E.
Kristensen, Wm.	Thompson, Walter
Kelly, Wm.	Thorsen, Ole
Knofsky, E. W.	Thoresen, Ingwald
Kulik, John	Toomey, Paul
Laatzen, Hugo	Tuhkanen, Johan J.
Larsen, C. J.	Wold, Frank
Larsen, Carl C.	Ulvestad Knut
Larsen, Hans	
Larsen, Ragnar,	

Pacific Coast Marine.

Dr. Andrew C. Smith, who has an Alaskan mail contract, has purchased the 232-ton steamer "Bergen" from the Southern Alaska Cannery Company. The vessel will leave shortly for her new run between Kodiak and Nushagak.

Word has been received from Captain Ralph Peasley that the schooner "Fred J. Wood," of which he is in command, has been ordered to proceed to Apia from Adelaide, where she has unloaded. She will take a cargo of copra to San Francisco.

The construction of three fast passenger steamers, to be placed on the American run, is said to have been decided upon by the Nippon Yusen Kaisha. The ships will have a speed of twenty knots and a gross tonnage of twenty thousand. The first of the boats will probably be built in England, the remaining two later in Japan.

Bering Sea winter ice, which has blocked the seas around Nome since last October, will clear away early this year, according to present indications. The first steamers from the outside world probably will find a clear passage when they arrive in June. Last year ice delayed practically all vessels in that vicinity.

The Pacific Steamship Company announced that the steamship "Admiral Farragut" would be withdrawn from the Alaska run and would after June 3, alternate with the steamship "Queen" on the San Diego route. This will mean a regular schedule of three ships each week between Seattle, San Francisco, Wilmington and San Diego.

Two additional wooden steamers have been assigned to the Columbia Pacific Shipping Company. They are the "Birchleaf" and the "Fort Stevens." The "Birchleaf" is loading railroad ties for the Atlantic. The "Fort Stevens" in addition to taking on ties will load 200,000 feet of lumber on deck.

It is reported that the famous Arctic ship "Roosevelt" soon will be sold for commercial purposes by the Department of Commerce. The vessel recently was sent for repairs to the Bremerton Navy Yard on Puget Sound, where it was discovered that the alternate freezing and thawing in northern latitudes had sapped the huge oak timbers of their strength and that repairs would cost more than the original price of the ship.

Sir James Ball has arrived on the coast in connection with the placing of a large number of orders in British Columbia for delivery in the United Kingdom. Ball is authority for the statement that orders for 20,000,000 feet of lumber have been placed with British Columbia mills for shipment to Great Britain by way of the Panama canal in demountable ships. According to Ball, the British government considers the demountable ship scheme feasible.

Plans to convert the wooden shipbuilding yard of the Supple-Ballin Corporation, at Portland, into a steel yard are under consideration, according to the announcement of Arthur Langguth, vice-president of the company. The yard launched the last of its wooden steamers for the Government at 2:30 o'clock on May 15, when the composite vessel "Diana," a 4500-ton craft of the Ballin type design, was put into the water.

Harvey & Roberts, who distribute water to the vessels on San Francisco bay with their "Nymph," have decided to build a concrete water barge in order to handle the increase in business. D. W. and R. Z. Dickie have designed plans for the craft, which will be sixty-five feet long, twenty-two feet in width and nine feet in depth. The capacity will be for 42,000 gallons. The designers believe that concrete will make a first-class water carrier.

The Mexican Petroleum Company is reported to be arranging the formation of a British company, jointly owned by Mexican Petroleum and big British ship owners, to handle the sale of fuel oil to British owners. This arrangement would be similar to that under which the Standard Oil Company in England operates through the Anglo-American Oil Company. The supply of oil which is under negotiation is vast, and the deliveries would extend over a long period of years.

United States Inspectors of Hulls and Boilers Dolan and Guthrie have ordered certain changes in the furnace burning equipment of the steamer "Ozette," which arrived here from Seattle with a lot of the Red Cross cargo damaged as a result of a fire which occurred after leaving the Sound port. It is explained that the system at present installed results in the heating of the upper port bulkhead. The report does not say that the fire was caused by any defect of the furnace apparatus.

The big four-dialed clock in the tower of the San Francisco Ferry Building is taking a vacation for three weeks, to enable Captain "Billy" Beeler to replace gears which have been nearly worn out by the thirteen years of service since 1906, when they were renewed the first time. Strong trade winds which blow against the eleven-foot minute hands caused a shifting of the time, and commuters have complained that the clock frequently jumped ahead two or three minutes. The mechanism is operated by electricity. The electric siren will be sounded as usual at the noon hour.

San Francisco interests have virtually closed negotiations for the purchase of the 4,000-ton motorship "Oregon," owned by the Alaska Pacific Construction Company of Seattle, by which corporation she was built. The new purchasers of the vessel plan to operate her out of San Francisco in the Mexican trade. Various parties from time to time sought the purchase of the "Oregon," and very recently French interests were negotiating with prospects of ultimately acquiring the vessel. Her sale in this instance to San Francisco is for $400,000, half cash.

More liberal terms in the sale of wooden ships have been offered by the Shipping Board as an inducement to export houses and small transportation companies to own vessels under the United States flag. Sales also will be made to foreign interests which may desire to purchase bottoms. Buyers may pay cash for ships, in which case a lower price will be allowed, or may pay 50 per cent. on delivery, the remainder in quarter annual payments over two years, or 25 per cent. on delivery and the remainder in quarter annual payments over three years.

The California Debris Commission opened bids during the week for the construction of a new river snag boat. Schultz & Schultz were the lowest bidders, the tender submitted being $125,644. This was slightly more than $10,000 less than the bid of the Main Iron Works. The bids will be sent to Washington and it will probably be a few weeks before the contract is let. At present the elimination of the river snags is being done by the ancient "Seizer" and the commission is now compelled to have better equipment in order to rid the river of the numerous snags.

A commission of Canadian Government and Canadian Pacific Railroad technical and traffic experts is in San Francisco to inspect the harbor facilities of this port preparatory to instituting $12,000,000 in improvements for the harbor at Vancouver, B. C. Vancouver has determined to extend its foreign trade on a great scale and become one of the leading Pacific coast ports. There already has been spent $5,000,000 for six additional deep water berths. The visitors are J. M. R. Fairbairn, chief engineer of the Canadian Pacific Railroad; Captain E. Beetham, marine superintendent for the Canadian Pacific Ocean Service, Limited, and Assistant General Foreign Freight Agent F. H. Glendenning.

William H. Avery, adviser to the Asana shipping interests and the Toyo Kaisen Kaisha, who arrived from the Orient during the week on the Korea Maru, denied that American and Japanese interests have formed or even contemplate a merger which would seek to control construction and operation of ships in Japan. The only merger formed is that between more than a score of Japanese shipyards, which had about 500,000 tons of new ships on hand when the armistice was signed. According to Avery, the end of the war broke the price of steel, and the builders who had speculated expecting to sell at a fancy figure discovered that the cost of construction had dropped from $200 a ton to a figure considerably lower.

A delegation of shipbuilders from the San Francisco bay district to Washington left Sunday morning prepared to battle for the local shipbuilding interests by helping the officials of the Shipping Board assemble data to be used when the problem of the merchant marine is laid before the new Congress. The delegation which will meet with Chairman Hurley May 22 and 23 comprises: George A. Armes, president of the Moore Shipbuilding Company; J. R. Christy, manager of the Alameda plant of the Bethlehem Shipbuilding Corporation, Ltd.; W. W. Johnson of the Union Construction Company; Dan Hanlon, president of the Hanlon Dry Dock and Shipbuilding Company; J. W. Mason, representing the Schaw-Batcher Company Shipworks and Southwestern Shipbuilding Company of Los Angeles; John Craig, representing the Long Beach Shipbuilding Company; J. W. Duthie and C. H. Hamilton of Seattle, and J. R. Bowles and A. F. Smith of Portland, and others not yet named from the Northwest district. Harrison S. Robinson accompanied the delegation as its legal adviser and Maurice Asher went as secretary. The fate of the shipbuilding industry of the country and especially for the Pacific Coast, is still in the balance and every effort of every Coast interest will be needed to back up a program of additional ship construction, according to Phillip Teller, chairman of the California committee on shipbuilding.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 21, 1919.

CAPTAIN DOLLAR'S PLANS.

Almost immediately following the tentative declaration of the Pacific Coast Marine Unions for an Alliance, to embrace all who man the ships that go to sea, comes the news of a move for more compact organization by operators and owners of ships.

A brand new organization of steamship owners and operators of the Pacific Coast, called the Pacific-American Steamship Association was formed during the week at a meeting in the Merchants' Exchange Building, San Francisco. Shipping men of California, Oregon and Washington are said to have been represented at the gathering. Permanent officers were chosen as follows:

Captain Robert Dollar, president and director, A. F. Haines of Seattle, general manager of the Pacific Steamship Company, first vice-president and director; Daulton Mann, general manager of the Pacific Mail Steamship Company, second vice-president and director; Fred S. Samuels, manager of the Oceanic Steamship Company, director; Captain C. W. Saunders, port captain of the Matson Navigation Company, director.

The first big problem the shipowners will attack (so they told the reporters) is that of the disposition to be made by the United States Government of the immense steel fleet constructed in the war period.

Of course, nothing "unreasonable" is to be asked. They only want the ships at the world market price, on time payments, and (incidentally) they want to put an innocent little joker in the purchasing contract. This is the way they put it: Should the market price of ships decline (before the final instalment of the price agreed to is actually paid) then the selling of the ship shall be reduced to the market price then prevailing. Should, however, the price go up they (which, as everyone knows, is entirely out of question), then they will graciously pay the raise.

In brief, these far-sighted gentlemen want the Government, i. e., the American people, to carry all the risk. They, in turn, to make all the profits.

When this "first big problem" has been satisfactorily disposed of, the worthy "Captain" Dollar and his colleagues have only one more perfectly harmless request. They want to operate the great new American Merchant Marine "without Government restrictions of any kind."

To be sure, when it was announced that "Captain" Dollar had been chosen to head the new association no one was left in doubt as to its objective.

"Captain" Dollar never had a ship under the American flag unless compelled to by law or by the temporary but stern necessities of war. He never employed an American or a "white man," unless forced to do so by Government restrictions. The cheapest, available coolie labor has been his standard of manning.

Under the circumstances it is scarcely necessary to do any speculating as to what will happen to the new American Merchant Marine if the wishes and desires of Pacific-American Steamship Association are fulfilled.

The American boy who, during the war, has been coaxed to become a merchant mariner will be sent back to the woods or the plains. It will not be necessary to send him back, either, because wages and living conditions "without Government restrictions of any kind" will soon be "a la Dollar," acceptable and suited only for Chinamen.

As for those Government restrictions having to do with safety of life, at sea, well, of course, there is no need for any and won't be any if the dear old "Captain" could ever persuade the American people that he is "it."

But to be serious. The most effective way to block this little move is to meet it by counter organization. If any argument were needed for the formation of an offensive and defensive Alliance of all seafarers it has been furnished by the newspaper propaganda of the Pacific-American Steamship Association.

JUSTICE IN INDUSTRY.

The sixty-sixth, or "reconstruction" Congress, called into extraordinary session by President Wilson from Paris, convened on Monday, this week, and Republican majorities in Senate and House organized both bodies.

Representative Gillett of Massachusetts was elected Speaker of the House over Representative Champ Clark of Missouri, Democratic candidate and former Speaker, by a vote of 227 to 172. Senator Cummins of Iowa, the Republican candidate, was chosen president pro tempore of the Senate over Senator Pittman of Nevada, Democrat, 47 to 42.

The Republicans of both bodies also elected full slates of other officers, and thus, for the first time since 1911, returned to control of the American national legislature.

Just what is likely to be written on the Republican reconstruction slate no one knows. It is certain, however, that some real, sustained efforts are to be made for a greater degree of justice in industry.

Developments from day to day in the Labor and industrial fields have convinced the more influential men at Washington, interested in a real reconstruction program, that the United States Government must lose no time in taking up the problem in earnest.

The JOURNAL does not make this comment because "the wish is father to the thought" but rather in the firm belief that the "responsible" men of the nation are beginning to realize that America has done nothing comparable to what Great Britain is doing to solve the problems of industrial transition and Labor discontent.

It is therefore regarded as a certainty that as soon as President Wilson returns to the United States he will issue a call for an all-American industrial conference or congress for the purpose of devising a constructive program to meet the peace needs of American industrial life. He is also expected to reaffirm the authority of the War Labor Board as a cooperative tribunal of industrial justice during the period of transition or until such time as the industrial congress comes to its conclusions and makes its report.

The JOURNAL has first hand information to the effect that such a program has been urged upon the President in Paris and that it has the unstinted support not only of members of the Cabinet but of those officials who have had to deal with industrial relations during the period of the war and who are convinced that a policy of drift is fraught with danger to the whole economic and industrial structure of the country. Those familiar with the existing situation are merely awaiting the President's approval and the formal announcement of the plan upon his return from France. If, indeed, he does not act before that time. It is understood that the contemplated move for an industrial congress has the support of William Howard Taft and Basil Manly, joint chairmen of the War Labor Board.

The conference feature of the program contemplates an effort to readjust industrial relations to the changed needs of peace similar to that now in progress in Great Britain and initiated by the government. Recent observers of the methods adopted in Great Britain are optimistic that results of great value can be achieved through the getting together of the representatives of employers, employes and of the general public.

In Labor circles in Washington full credit is given to the British Industrial Parliament for the avoidance of the threatened general strike of miners, railway men and transport workers. It is pointed out that the mere calling of such a parliament actually renewed faith on the part of the British worker in the determination of the government to do what is just and fair and for the common welfare in the demands of Labor and thus establish an industrial bill of rights as a bulwark against extreme radicalism and upheaval.

A duplicate of such a parliament in the United States would bring together for common counsel the Nation's foremost citizens from every walk of life. The mass of disputes daily brought before the War Labor Board indicates clearly the need for the settlement of Labor disputes on a broad and more or less universal basis. Unemployment is increasing and wages are being cut down while the cost of living remains practically the same as when the war was at its height.

Important as the work of the War Labor Board was, it essentially dealt with particular grievances in particular localities. The result is that where the board made findings on hours and wages and both parties to a dispute agreed to it, these hours and wages apply only to a particular plant or a particular industry in a given locality. Nothing that the board has done, has eliminated inequalities as to hours and wages existing side by side. In other words, there was no pro-

gram adopted applicable to all the industries or to one particular industry throughout the country.

Some of the problems with which the contemplated industrial conference is expected to deal are:

1. The need for machinery of co-operation between workers and employers in the government of industry.
2. Permanent, universal application, as far as possible, of the rights conceded to groups of workers by the War Labor Board, representing both Capital and Labor during the war. This would include the minimum wage and the number of hours of labor.
3. Separation of constructive and destructive ideas of reform in industrial relations.
4. Modification and ultimate elimination of practices and customs tending to restrict production.
5. General welfare and education of workers and their families.

Summarizing these problems is not an easy task but all may well be grouped under the title "striving for justice in industry".

Without doubt, it is largely a matter of education, of learning how to deal with one another. The United States, from the very inception of the Nation, is the great experiment in how to give men as much as possible of what they earn, which, of course, should be their right in any real civilization. America started in this direction because our forefathers insisted on certain political rights. Now we are finding that political rights must be accompanied by social and economic rights; political rights alone will not bring about human contentment. To this end our great wealth and general advantages, especially our educational system, must contribute toward the instruction of all in the best means of giving people their just dues.

And what better immediate means can be had for a true understanding of social and economic rights than the mooted all-American conference on industrial justice?

Andrew Furuseth, President of the International Seamen's Union of America, is back on the Pacific Coast after an extended journey to various countries in Europe. The two preceding issues of the JOURNAL contained details of Furuseth's mission to Europe. His concluding report will appear in next week's issue. This evening, Wednesday, May 21, Furuseth will be the principal speaker at a mass meeting of seamen to be held in Maritime Hall, 59 Clay street, San Francisco. All seamen in port, including licensed officers, who can show a membership certificate in their respective union or association are welcome to the meeting. All who have heard Furuseth know that he is an interesting and instructive talker. So don't miss this opportunity to get some real, first-hand information from Europe and authentic facts regarding the condition of seamen generally.

Annexed to the 1918 report of the Chamber of Shipping of the United Kingdom are diagrams showing net gains or losses of steam tonnage of the World's Merchant Shipping (excluding enemy tonnage), from which it appears that only the United States, Japan and Brazil increased their shipping during the war, the increases being respectively as follows: United States (excluding Lake tonnage), 3,046,884 tons gross; Japan, 331,408; Brazil, 20,638. Decreases were as follows: United Kingdom and Colonies, 3,663,770; Greece, 561,687; Norway, 542,426; Holland, 441,573; Italy, 440,900; France, 385,556; Spain, 212,501; Sweden, 204,875; Denmark, 157,490; Belgium, 151,062.

WHEN HALF WAGES ARE DUE.

Circuit Court of Appeals Rules on Question of Time When Half Wages Are Due to Seamen.

Editor, Seamen's Journal:

I forward herewith copy of the decision in the case of Lucas vs. Westmeath. This case was taken up soon after the Seamen's Act went into effect. The International Seamen's Union financed the defense of the case in the Circuit Court of Appeals.

I am inclosing also copy of decision in the case of Janssons vs. Italier which the Circuit Court of Appeals decided at the same time. You will note that the dicta in this decision by Judge Hough is to the effect that the vessel must be in port five days before the demand for half wages can be lawfully made. This is in direct conflict with the decision by Judge Shepard in the Dillon vs. Strathearn case which was the first case appealed on behalf of the International Seamen's Union of America, but the Circuit Court of Appeals, Fifth Circuit, reversed Judge Shepard. So it would seem that if the District Courts followed the Circuit Courts in its dicta, in the future, and the Circuit Court of Appeals in this Circuit sustains them, in accordance with the dicta, there will be a disagreement between the Circuit Courts of Appeals that will take the Seamen's Act again to the Supreme Court of the United States for interpretation on the "five day clause."

This particular decision again exhibits the inclination on the part of the court to curb and limit the application of the Seamen's Act. The question was not raised by the Counsel for the ship but the Court was not loath to raise the point as the same Court found the law in the "Chelentis" case when Counsel had not urged it.

Yours very truly,
S. B. Axtell.

New York, May 1, 1919.

United States Circuit Court of Appeals, For the Second Circuit.

Before: Hon. Henry Galbraith Ward, Hon. Charles Merrill Hough, Hon. Martin T. Manton. Circuit Judges.

Constant Janssons, et al., Libelants-Appellees, against S. S. "Italier," her engines, etc., Vital Delgoffe, Claimant-Appellant.

Appeal from decree in Admiralty entered in the District Court for the Eastern District of New York.

This action was brought by eleven seamen and firemen on the Belgian Steamship "Italier," to recover wages and damages for waiting time under R. S. 4529 and 4530 as amended by the Seamen's Act of March 4, 1915.

Libelants had shipped on this Belgian vessel at English and Italian ports for a voyage which had not expired when the "Italier" put into New York on October 6, 1916. On October 10 six of the libelants caused to be served on the master a written notice as follows:

"I hereby demand one-half my wages earned in accordance with Section 4530 of the United States Revised Statutes."

This notice was dated October 9, but not served until the following day, for reasons which appear immaterial.

Prior to the service of this paper all the libelants who testified, had either left the ship or formed the intention of so doing and had ceased to work. Some said they went back at night and to sleep. One man who did not sign the written notice remained aboard until the 10th, when he disappeared without making any proven demand under the statute.

Janssens petitioned for an order allowing proceedings in forma pauperis on October 10 and on the same day the libel herein was filed stating that he "together with the other members of the crew who wished to be joined as co-libelants in this action" made demand under Section 4530. The verification of the libel, then enumerates the names of the eleven libelants.

The record contains no evidence that New York was a port where the "Italier" either loaded or delivered cargo.

The court below gave a decree in favor of some of the libelants (without making any explanation as to why all should not recover if any did, and directed that in computing the amounts due "the advance notes advanced to the libelants and England should not be regarded as a credit to the ship." Claimant appeals.

1. de Grove Potter for claimant-appellant;
L. C. Boehm for libelants-appellees.

Hough, C. J.

(1). The "Italier" is a foreign vessel, and libelants shipped elsewhere than in the United States. Therefore under The Talus 248 F. R., 670 (aff'd. S. C. U. S., Dec. 23, 1918) the court erred in directing that no credit should be given to the ship in respect of advances made to the libelants beyond the boundaries of the United States.

(2). It seems to be thought (judging from the tenor of argument in this and similar causes) that the Seamen's Act of 1915 has

(Continued on Page 9.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 19, 1919.
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping very good.

HARRY INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., May 12, 1919.
No meeting; shipping slow; members scarce

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., May 12, 1919.
Shipping fair; prospects good.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 12, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, May 12, 1919.
Shipping fair.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 12, 1919.
No meeting. Few members around. Shipping very good.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, May 12, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, May 12, 1919.
Shipping very good.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 5, 1919.
Shipping good.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

DIED.

John Frederiksen, No. 926, a native of Denmark, age 29. Died at Puerto Minizo, Mexico, May 4, 1919.

Conrad W. Lindblad, No. 1749, a native of Sweden, age 29. Died at Puerto Minizo, Mexico, May 4, 1919.

Hill Weltz, No. 1387, a native of Norway, age 26. Died at Eureka, Calif., May 8, 1919.

Definite announcement as to the future of the Foundation Company shipyard in Tacoma and Portland is expected when Frank Walker, representative of the French Government, will return from the East. Bayly Hipkins, vice-president and Pacific Coast manager for the Foundation Company, professes to know nothing of the future plans. Last December the Foundation Company announced that 74 steel ships would be built at the two yards for the French Government, at a contract price of $200,000,000, if the United States would remove restriction on foreign building. Later it was said that the Foundation Company would build a shipyard at Cestte, France, but advices from New York say that work there has been discontinued. Franklin Remington, president of the Foundation Company, has been in France for several months. It was planned to change the Tacoma yards from wood to steel construction with ten ways.

Ed Christensen, who went to London to adjust the legal difficulties involved in receiving an award for damages from the British Government for the seizure of the steamship "Edna," formerly the "Mazatlan," is responsible for placing with the United Kingdom the largest Pacific Coast lumber and railway tie order ever closed. As a result of his activity, Chrstensen, Hanify and Weatherwax are reported to have chartered twenty-one wooden steamers to be loaded with California redwood lumber, ties and other lumber from other Pacific Coast points. All of the cargoes are to be loaded and dispatched within the next few months.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Endorsement of the Labor Party by the convention of the American Federation of Labor at Atlantic City next month is now counted not merely a possibility, but a probabilitly, by some of the men best informed on the drift of labor opinion.

Here is the way they figure it:

While there is a big element in the Federation which is still opposed to the launching of an independent trade-union political movement in each of the States there is a much bigger element that is opposed to the strike method of securing political ends. The Mooney sympathetic strike is a case in point. If the convention turns down the resolution which will be offered there, advising the internationals to have their membership vote upon the question of calling a general sympathetic strike for securing new trials or the release of Mooney and Billings, one of the chief reasons urged against the strike will be that labor should take legal and political means to secure permanent control of the courts, not merely in California but in the whole country. The element in the labor movement which is determined that labor prisoners shall no longer be sent to jail as the result of every industrial battle, will wait for one answer or the other, and the majority in the convention will decide that a Labor Party is more effective and constructive than a political strike.

This prediction may go wrong. It may be that the whole political movement will be rejected, despite its endorsement by organized labor in Illinois, Minnesota, Connecticut and other States. New faith in the Democratic administration, in spite of Burleson's presence in the cabinet and in spite of the fate of Ireland at the Peace Conference, may be voted. But just now the signs point otherwise.

This Mooney strike issue has raised a sharp dispute in many of the international unions. While most of the officers as well as the rank and file believe Mooney and Billings should have a new and fair trial, international officers generally are opposed to the calling of protest strikes. They believe any such strikes will be a fizzle and will weaken the power of the movement to resist attack by the organized employers who may try to break down the standard of wages and hours that has been established during the past two years. Besides, most of them are promising to get still shorter hours for their membership, and they want to center their shots on that target. Sympathy is their donation to the men in prison in California, until the industrial situation is more settled.

The International Workers' Defense League, of which Ed. D. Nolan, of San Francisco, is Secretary-Treasurer, has begun sending out the 4,000,000 ballots with which the members of all local unions of all labor organizations are being asked to take a strike vote on May 20th. The strike is to begin July 4, and last five days, and then is to be renewed for five days on September 1, and again on November 19 for five days. This action—sending the strike ballots direct to the locals—is resented by international officers, who say that it is a violation of the law of the movement to take a referendum vote through any but the international executive office.

The Defense League, in a circular issued under the title "The Right to Strike For Liberty," says: "The right to strike to preserve the principles of democracy is the right of all citizens, and therefore can not be abridged or denied by any form of government, whether it be the civil government, instituted by the people, or the government of labor organizations, built by the toilers themselves. The Mooney case serves as a terrible example of how far the abuse of power and influence can be carried. If the injustices exposed in this case are not speedily corrected by the people as a whole, then the very foundation of civil liberty is threatened with destruction. Mooney is only a symbol of the whole people in this case, and all constitutional rights have been trampled under foot by powerful industrial corporations acting in concert with corrupt powers of government.

"The right to strike to preserve liberty and democracy is more valuable than the right to strike for bread, and no institution has control over this right except the people themselves who must suffer in the loss of the great principles."

To this circular and to another dated March 20 an answer was drafted by the Executive Board of the International Association of Machinists, and sent as a circular to the 1300 locals of that union, declaring that since the Defense League has sent out notice that unless the internationals generally submit a general strike vote to their members by April 10, the Defense League will send the strike ballots to the local direct.

"Without in any way entering into the merits or demerits of the case involved," says the official circular of the Machinists, "it is necessary to call attention of our local lodges to the fact that the International Workers' Defense League has no authority and can usurp no power within the International Association of Machinists that would mean the setting aside of its laws. Under our constitution it is specifically stated as to how strike ballots shall be taken. It is also specificaly stated as to how the strike is to be put into operation, and in no case will a strike be sanctioned unless approved by the general executive board. Local lodges will, therefore, pay no attention whatever to a ballot being circulated for this purpose returnable to the Defense League."

The circular further declares that "up until April 10 there had been received at our headquarters twenty-three endorsements asking that the referendum be circulated in our organization," and pointing out that forty such endorsements are required before a referendum can be legally considered. Yet the executive board waived this point, took up the question, and voted on whether the referendum should go out. The board voted against a referendum.

This action by the international officers of the Machinists will not prevent the discussion of the Mooney strike proposition on the floor of any local, but it does seriously cripple the efforts of the Defense League to call a strike, for the Machinists are credited with being as liberal as any of the big internationals.

American Federation of Labor politics is seething, nowadays, and the various members of the Executive Council, meeting next week in New York in order to consult with President Gompers, are trying to count the vote by which they will be retained in office at the June convention. O'Connell and Perham were eliminated at St. Paul last summer. There have been rumors that a fight would be made this year on another of the veterans —John Alpine, of the Plumbers. John B. Lennon was replaced by Tobin at the Buffalo convention.

Indianapolis is the center of political activity at present. The big votes are centered there in the Carpenters, the United Mine Workers, the Typographical Union, and a few other organizatons having headquarters in the Indiana capital. If the Carpenters, Miners, Teamsters, Machinists and their allies of the past two conventions get together again this year, the results may be interesting. But there is at present no proof that any combination has been found.

There is now under discussion among the so-called progressives in Congress a proposition made by Senator Kenyon of Iowa that the Republican majority should formulate a broad industrial program, in line with the demands of organized labor, as a protection against radicalism in this country. The recent success of the British cabinet in averting the strike threatened by the Triple Industrial Alliance, by creating an industrial parliament to consist of equal numbers of employers and trade-union spokesmen, to advise the Government on all industrial legislation and industrial policies, has attracted their notice. They want to solve the strike "problem" here, and if an industrial parliament will solve it then they may vote in Congress to establish an industrial parliament of the United States.

That is a big change from the days when the United States was hostile to trade-union recognition—a startling contrast to the situation in the steel districts of Pennsylvania to-day. Yet the Congress which is about to meet is so worried over the growing power of the labor movement that it may decide to do at least one sensible thing, by creating a permanent joint council of labor and capital for the responsible discussion of labor issues. Whether any such action is taken will depend, of course, upon the stand which the convention at Atlantic City may take on the matter.

Western delegates at Atlantic City will report on the close co-operation that has been established between the labor movement and the National Nonpartisan League. This farmers' organization, having a two-thirds majority in each branch of the North Dakota Legislature, has not only passed the laws in the economic program of the farmers, but has enacted nine labor laws, each a model of its kind. Just now five of the farmers' chief measures hitting at the profiteers are threatened by a hostile referendum. Labor is suppirting these laws.

There are 175,000,000 cells in the lungs, and, spread out, they would cover a surface thirty times greater than the human body.

Demand the union label.

WHEN HALF WAGES ARE DUE.

(Continued from Page 7.)

abolished the offense of desertion in the mercantile marine.

While it is true that arrest for desertion, the bodily return of a deserter to his ship, and generally the holding of a seaman to his shipping contract by physical force are things of the past, even in respect of foreign vessels so far as the United States is concerned, (Sections 16-18) desertion is still an offense on American vessels entailing (inter alia) forfeiture of "all or any part of the wages or emoluments which the (deserter) has then earned." (R. S. 4596 as amended).

"Desertion" is not defined by an act of Congress. Quite possibly the definition of desertion varies in different countries. This record does not inform us whether Belgium defines desertion in any special way. Although the Belgian law would control if proven (The Nigretia, 255 F. R., 56), we may in the absence of such evidence, apply the general maritime law.

The definition of desertion "in the sense of the maritime law" is settled and consists in "a quitting of the ship and her service not only without leave and against the duty of the party, but with an intent not again to return to the ship's duty." (Cloutman vs. Tunison), 1 Sumn., 373; F. C. 2907, where the subsequent cases are collated).

Within this definition we have no doubt on the evidence that all the libelants who made demand for half wages, deserted before the presentation of such demand.

(3). It seems also to be thought that the demand for half wages under R. S. 4530 as amended is a ceremony of no moment and may be made (as it was made in this case) after the seaman leaves his ship (in Judge Story's phrase) animo dereliquendi.

Such is not the case. The seaman's is a lawful engagement, and its propriety is to be judged primarily by the law of the ship's flag. But Congress has plainly declared that when foreign vessels are in harbors of the United States R. S. 4530 as amended shall apply to seamen on such vessels. Therefore such seamen are entitled to one-half of the wages earned down to the time of demand made, and such demand must be made within the territorial jurisdiction of the United States, and at a port where said vessel "shall load or deliver cargo."

But no such demand can be made "before the expiration of nor oftener than once in five days."

As seamen on foreign vessels have no rights under this statute until they arrive within a harbor of the United States, it is we think evident that the five days' period begins to run upon arrival in such harbor; the intimation to the contrary in The Delagoa, 244 F. R., 835, is disapproved.

But since a deserter may forfeit all his wages, it is also a pre-requisite to recovery under the Statute that there should be wages due him when he makes demand and there are no wages due to a deserter.

(4). The decision below was therefore wholly erroneous in not finding that those libelants to whom awards were made had either deserted before demand made under the Statute, or had never made a demand pursuant to the Statute.

(5). The defense that there was no evidence that New York was for the "Italier" a port of either loading or discharging, and that on October 10 five days had not elapsed after arrival in the harbor, is not pleaded, but has been argued. Our view of the point therefore is stated rather for future guidance than as dispositive of the present cause.

Decree reversed and cause remanded, with directions to dismiss the libel.

United States Circuit Court of Appeals, for the Second Circuit.

Before: Hon. Henry Galbraith Ward, Hon. Charles Merrill Hough, Hon. Martin T. Manton; Circuit Judges.

Peter Lucas and Gustav Blixt, Libelants-appellees, vs. the steamship "Westmeath," her engines, etc.

J. M. Thompson, Claimant-appellant.

Appeal from decree in Admiralty entered in the District Court for the Eastern District of New York.

1. De Grove Potter for claimant-appellant;

Silas B. Axtell for libelants-appellees.

Hough, C. J.

The legal groundwork of this action is identical with that of the "Italier" (Opinion filed herewith).

At a port in Australia and in December, 1915, libelants shipped as members of the crew of the British steamer "Westmeath" for a voyage "not to exceed one year." Before that year expired the "Westmeath" arrived in the harbor of New York, where she loaded and discharged, and there the libelants aver they made demand for half wages under R. S. 4530 as amended. This demand was refused, whereupon this action was brought for full wages, etc.

The libelants had decree below, and as to the facts it is sufficient to say that the single defense (of desertion) set up in the answer is not proved. On the contrary we agree with the District Judge that libelants' case was proved within the statute.

To grant this decree in favor of foreign seamen against a foreign vessel solely because such vessel by coming into the harbor of New York and there loading and discharging gave to her crew rights entirely contravening those secured or granted to that crew by British law, —is now asserted to be such an interpretation of the Seamen's Act of March 4, 1915, as to render R. S. 4530 as amended unconstitutional.

That the statute impairs, or rather abrogated the foreign seamen's shipping contract is admitted; but we know of no reason why Congress if so minded may not pass such a statute. "It is no answer (to a plain congressional declaration) to say that it interferes with the validity of contracts for no provision of the Constitution prohibits Congress from doing this, as it does the States" (Mitchell vs. Clark, 110 U. S., at 643).

It is, however, urged that any interpretation of the act which enables a seaman on a foreign ship to accomplish that which is embodied in the decree appealed from,—is violative of the Fifth Amendment in that it interferes "with the liberty to contract on such terms as may be advisable to the parties to the contract," and is therefore "a deprivation of liberty without due process of law";—and for this reliance is placed upon Allgeyer vs. Louisiana, 165 U. S. 578.

In our opinion this very contention was in substance made in Patterson vs. The Eudora, 190 U. S., 169, and there disposed of; and this decision was recently approved in The Talus (S. C. U. S., Dec. 23, 1918).

The employment and discharge, treatment, status and punishment of merchant seamen has long been a part of the regulation of water-borne commerce. With the advisability or expediency of declaring all seamen, irrespective of nationality, to have a status, or be entitled to treatment when within a harbor of the United States totally differing from the treatment or status accorded them in every part of the world,—we have no concern;—but entertain no doubt of the power of Congress to enact this statute as a commercial regulation.

Decree affirmed with costs.

ALASKA FISHERMEN'S AGREEMENT.

(Continued from Page 2)

clean at the receiving station in the presence of the talleymen. Accurate account of all salmon discharged above limit to be kept by tallymen and such salmon shall be credited pro rata to all boats short of the limit, but in no event shall any boat be credited in excess of the limit except when detained as provided hereafter in this section. Any boat short of the limit is permittde to receive from any other boats sufficient salmon to fill the limit.

(c) Any boat detained from delivering salmon at receiving station for more than five (5) hours after having there reported arrival shall be credited with one hundred and fifty (150) red salmon for each hour's detention, but not more than twelve hundred (1200) salmon, in addition to all salmon delivered on such day, shall be allowed for twenty-four (24) hours' detention. The same rule to apply when boats are on the limit. Boats must have nets cleared before arrival at receiving station.

(d) Boat crew having swamped their boat through unavoidable accident shall assist in salvaging their own equipment, and also boat crew requiring repairs on their boat shall, if detained from fishing more than six (6) hours after time of having reported themselves at the cannery when in operation, be put to work until such time as a boat is provided, and for which work they shall be paid average or limit as the case may be, according to reading of section 12.

Sec. 14. (a) If any gill-net fisherman is prevented from fishing through some injury sustained through no fault of his own, he shall while so disabled, receive the average (or the limit when boats are on the limit) of the men fishing for the cannery to which he is assigned. Such injured man shall do other work if able to do so.

(b) Any other seaman, fisherman, beachman or trapman, who, from injury sustained while at work for the.....through no fault of his own is prevented from working, is to continue to receive his respective pay according to this agreement.

(c) Any seaman, fisherman, beachman or trapman laid up through sickness or natural ailments before end of fishing season shall be paid in addition to full run money or monthly wages, as the case may be, and all his other earnings. the sum of Fifty Dollars (50.00) per month from date so laid up until able to work, according to the judgment of the company's physician, or if found unable to resume work, until placed in hospital in San Francisco, Astoria or Seattle.

(d) It is hereby understood that the payment of such wages during time of disability does not release the.....from liability, if such liability exists.

(e) All parties of the second part while engaged under this contract shall receive medical and surgical attendance and medical and surgical necessities, free of charge.

Sec. 15. The crew of each fishing boat shall discharge its own fish.

Sec. 16. All salmon must be in perfect condition and not discolored on the outside when delivered and must be discharged from boats at least once in twenty-four (24) hours.

Sec. 17. (a) No person shall sell or give away any fish, except as provided in section 13, under penalty of forfeiting Twenty-five Dollars ($25.00) of his earnings for each offense.

(b) Each fisherman, beachman and trapman is to be permitted to salt one package (not to exceed one hundred pounds) of fish for his own use. Company to supply salt. All such packages to be plainly marked and to be subject to inspection and are not to be removed from vessel on arrival without permission from the.....

Section 18 (a) The ..... through its superintendent or agent in charge, may at any time discharge any party of the second part for refusal to perform tide work, or for any other just cause, and his wages shall cease at the date of such discharge.

(b) Any man who is discharged, or who quits, shall be paid only half run money and all his other earnings, including for date of discharge or quitting. If no substitutes are hired to take the places of quitting or discharged men, the run money so deducted shall be equally divided among all the men of the cannery signing under this contract.

(c) Men discharged shall be given free transportation to home port, including maintenance, but this obligation shall not apply to men quitting.

Sec. 19. All parties of the second part shall be given statement of Alaska account before vessel sails for home port.

Sec. 20. (a) Each party of the second part promises that no liquor shall be taken or sent on board vessel and agrees to allow his baggage and effects to be searched after arrival on board vessel, and in case any liquor is found in his possession he agrees to allow same to be confiscated without any question or claim.

(b) Every man guilty of drunkenness shall pay a fine to the.....of Five Dollars ($5.00) for the first offense and Ten Dollars ($10.00) for each subsequent offense, the

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Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

proceeds of such fine to be devoted to the Library Fund of the Alaska Fishermen's Union, or to any charity, as may be directed by said Union.

(c) It is agreed there shall be no gambling.

Sec. 21. (a) In case of any assistance rendered to any vessel or property of the .....salvage shall be paid to parties of the second part therefor as follows: Any and all men engaged in repairing damages to hull or rigging caused by other vessels, while vessel assigned to is safely moored at its respective station, or who render assistance to vessels or property of any other party, shall each receive extra compensation at the rate of One Dollar ($1.00) per hour for all work so done. The same extra compensation shall be paid men engaged in taking cargo out of vessels stranded away from their regular station, and for actual time worked in floating and transferring such vessel to her regular assigned station.

(b) No salvage shall be paid for picking up boats, nets, lighters or bunk scows.

(c) It is hereby understood that making these payments does not release the company from liability if such liability exists.

Sec. 22. A copy of this agreement shall be placed in a conspicuous place on board ship and in the bunkhouse.

Sec. 23. It is expressly agreed that neither the superintendent in charge, nor any other agent of the.....has power or authority to change the provisions of this agreement.

Special Conditions

Red salmon in Nushagak and Egushik are 7c each, while at Naknek, Koggiung, Ugashik and Egegak the red salmon are 6½c each.

Special conditions and wages under Section 5 of the general agreement, noted as compensation, applies to the different parts of Central and Southeastern Alaska as follows:

Alitak

Each party of the second part (except those who ship on other specified wages as noted on the Articles), shall receive in addition to the wages of ONE HUNDRED AND EIGHTY DOLLARS ($180.00) for the run,—

ONE AND ONE-HALF CENTS (1½c) per case for all salmon packed at the (A) cannery of the Association at Alitak, Alaska, during the season of 1919, and THREE-QUARTERS OF ONE CENT (¾c) per case for all salmon caught by the Alitak fishermen and shipped away.

Karluk

Fishermen and Beachmen. (a) Each party of the second part (except those who ship on other specified wages as noted on the Articles), shall receive in addition to the wages of TWO HUNDRED AND FIFTY DOLLARS ($250.00) for the run,—

SIX DOLLARS AND FIFTY CENTS ($6.50) per one thousand cases for all salmon packed by the Association at Karluk, Alaska, during the season of 1919, and

THREE DOLLARS AND TWENTY-FIVE CENTS ($3.25) per one thousand cases for all salmon caught by the Association at Karluk and shipped away.

(b) Each complete fishing gang to consist of 17 men. If any gang is short of that number the percentage which would have been earned by such absent men during such time shall be equally divided among the men in the gang short of such men unless such percentages are paid to sick men remaining at the station, provided, however, that percentages which would have been earned by sick or other men sent from the station, (unless other men be substituted) shall be equally divided among the men in the gang short of such man or men.

(c) Watchmen and donkeymen shall not be counted as part of the fishing gangs.

(d) Any fishermen taken from the fishing grounds during the fishing season to perform other work such as loading or discharging cargo and handling other material, shall receive extra compensation for such work at the rate of FIFTY CENTS (50c) per hour per man. Extra money so earned shall be equally divided among all fishermen attached to the Karluk (Larsens Bay) cannery.

(e) Any fishermen sent from the cannery after piles shall receive extra compensation for such work at the rate of FOUR DOLLARS ($4.00) per day per man from the time of departure until return to the cannery or fishing beach. Extra money so earned to be equally divided between all the fishermen attached to the Karluk (Larsens Bay) cannery.

(f) The Association may exchange or divide salmon or may fish jointly with one or more companies at Karluk and the men will do all such joint work for fishing, provided, however, that the men shall not be required to handle gear for other companies.

Cooks Inlet

Each party of the second part (except those who ship on other specified wages as noted on the Articles), shall receive in addition to the wages of ONE HUNDRED AND EIGHTY DOLLARS ($180.00) for the run,—

ONE AND ONE HALF CENTS (1½c) per case for all salmon packed at the (CI) cannery of the Association at Cooks Inlet, Alaska, during the season of 1919, and THREE-QUARTERS OF ONE CENT (3/4c) per case for all salmon caught by the Cooks Inlet fisherment and shipped away.

Men signing under this agreement and employed at the cannery shall not be required to do other work than pewing salmon on Sundays during the fishing season, except in cases of emergency.

Men assigned to traps shall not be called to cannery while their respective traps continue in operation, except to pull web.

Working time and rules of Section 2 shall apply in the spring until one thousand (1,000) cases of salmon have been packed and in the fall after only two traps remain fishing.

During the fishing season men working ashore and around the cannery shall be given time back for time worked at night.

Hammer-man on each pile driver shall receive FIFTY DOLLARS ($50.00) extra compensation for the season.

Chignik.

Each party of the second part (except those who ship on other specified wages as noted on the Articles), shall receive in addition to the wages of ONE HUNDRED AND EIGHTY DOLLARS ($180.00) for the run,—

ONE AND ONE-HALF CENTS (1½c) per case for all salmon packed at the <C> cannery of the Association at Chignik, Alaska, during the season of 1919, and

THREE-QUARTERS OF ONE CENT (¾c) per case for all salmon caught by the Chignik fishermen and shipped away.

Fishermen, beachmen and trapmen hired in Alaska shall commence work with the arrival of the first sailing vessel and cease work with the departure of the last sailing vessel, and shall each receive in place of run money, the sum of NINETY DOLLARS ($90.00) in addition to all other earnings.

No less than eighteen men shall be employed on the traps during the fishing season.

Men signing under this agreement and employed at the cannery shall not be required to do other work than pewing salmon on Sundays during the fishing season, except in cases of emergency.

The Association may exchange or divide salmon or may fish jointly with one or more companies at Chignik and the men will do all such joint work for fishing, provided, however, that the men shall not be required to handle gear or work on traps for other companies.

Fort Wrangell.

FISHERMEN AND BEACHMEN SIGNING IN SAN FRANCISCO:

Each party of the second part (except those who ship on other specified wages as noted on the Articles), shall receive in addition to the wages of ONE HUNDRED AND EIGHTY DOLLARS ($180.00) for the run, as follows:

ONE CENT (1c) per case for all salmon packed at the <FW> cannery of the Association at Fort Wrangell, Alaska, during the season of 1919.

Any fishermen put to work cutting piles, shall receive extra compensation for such work at the rate of FOUR CENTS (4c) per running foot for all piles so delivered. Extra money so earned to be equally divided between all the fishermen and beachmen attached to the Fort Wrangell cannery.

Men not on monthly or season's wages sailing for Fort Wrangell on sailing vessel calling at Loring, shall be paid in addition to run money and other earnings, coasting rates and conditions from date of arrival at Loring until date of arrival at Fort Wrangell cannery.

Respectfully submitted,

I. N. HYLEN, Secretary,
Alaska Fishermen's Union, No.
49 Clay St., San Francisco.

In Holland a useful gum or paste is being made from garlic. The bulbs are pressed and the juice or fluid matter so obtained is thickened by inspissation. A good substitute for cork is obtained from certain fungi, which are dried and ground, mixed with cement and consolidated by pressure. In Norway a process has been patented to enable carbide to be used for driving motors. In Denmark a company has been floated to make briquettes from heather. These have a higher heat value than peat. Experiments are being made to use chalk marl, especially that which comes from the Limburg mines, as a manure.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

competitors and had tied himself up with shipping arrangements that landed him in the bankruptcy court.

A fight against the union was then started and the financier's blunders were overlooked because he was "attempting to run his own business." He claimed the union destroyed his property in 1914. This was prior to the passage of the Clayton amendments to the Sherman Anti-Trust law.

Suit was started against the international organization of miners on the ground that it instigated the proceedings when its members refused to mine coal on a non-union basis, in competition with organized mines. Damages were also asked because of the alleged charge that a riotous crowd was led and directed by officers of the union

The union insisted that it disapproved violence and that it should not be held liable for the acts of members who are in a crowd of this character.

The decision opens the door for detectives who join a union and who instigate riots, as has been done times without number. In these cases an international trade union and its treasury is held responsible even though such strike is not called, financed or indorsed by the international and is merely a local district strike.

The decision will be appealed by the United Mine Workers of America.

American Tax Dodgers Flock to Porto Rico

American corporations are coming to Porto Rico to escape the United States income tax, declared Santiago Iglesias, American Federation of Labor organizer and member of the Porto Rican Senate, before a representative delegation of United States Congressmen who are investigating island conditions.

Iglesias showed that under the Porto Rican law these corporations will pay 50 and 76 per cent. less than they would have to in the United States, and that if the corporations were not permitted to escape this taxation, and were forced to pay their just dues into the island treasury, schools could be built.

The trade unionist stated that in the last five years progress in the schools has stopped.

"In five years we have lost in our schools 49,000 children," he said. "In 1904, when our imports and exports were $79,000,000, we sent 142,000 children to our schools. In 1916, when our imports and exports exceeded over $137,000,000, we had only 106,000 children in the schools, a loss of 48,000. What argument can defend a condition our country has increased its richness three times while we are losing in schools, in sanitation, in roads and in all those things that are needed by the people of Porto Rico? Absentee capitalists is the biggest thing we have to contend with in our economic problem.

"The paramount problem of Porto Rico is to raise the workers' standard of living. Political talk is only a question of sentiment and at this time nothing can be done with political talks—the first need of the island is constructive work among the masses."

AN UNUSUAL VERDICT.

EDITOR THE SEAMEN'S JOURNAL:

The SEAMEN'S JOURNAL has helped us in locating witnesses in the death action of Jackson v. International Mercantile Marine. This case was brought to trial before Justice Lehman and a jury in the Supreme Court, New York County, about three weeks ago.

One James O'Neill, a man 49 years of age, was killed by a defective ash bucket while working underneath No. 4 ash hoist on the steamship "Philadelphia." There were five witnesses, and they testified that there was an insufficient number of buckets on the ship, that there were no spare buckets, that they were bent, broken and had loose handles. The Company produced photographs showing that the buckets were in fine shape. But one of the photographs showed an ash hoist and a tube running from the 4 stoke hold to the upper deck, which was banged, battered and jammed from constant banging of the buckets against it. No guides or ropes had been provided, so as to keep the bucket from catching. The witnesses further testified that there was a protruding on the inside of these tubes, so that they frequently caught on the top of the bucket bringing great strain on the handles.

Nobody actually saw O'Neill, or Mulligan, as he was called on the ship, killed underneath. His body was found with his head buried in the ashes and the ash bucket full of ashes standing on top of it. One of the handles was gone when the bucket was found, according to plaintiff's witnesses, but this was denied by the two engineers called by the ship. Efforts of plaintiff's counsel to bring out before the jury the fact that the engineers were Englishmen, who held first papers and whose residences, families and all interests were in Liverpool, who had or never had had a bona fide residence in the United States, were defeated by the Court.

This scandalous condition on board American vessels has been known for many years. The firemen are Americans or naturalized Americans, who live in the United States for the most part, but the engineers are American in name only. They do not live in the United States, and never have lived here. Under the Income Tax affecting alien seamen, the Treasury Department has recently ruled that a residence of a seaman aboard ship is not a residence. It is difficult to see, therefore, how these men could ever have obtained their citizenship papers, as they apparently never had a residence in the United States.

The case went to the jury under a charge to the effect that the maritime law of the United States must apply. It was the duty of the shipowner to furnish seaworthy vessel and seaworthy appliances appurtenant to the ship. The attorneys for the Company, Burlingham, Veeder, Masten & Fearey, contended that their duty was simply to furnish the ship with good buckets, and that they had performed that duty, that if the officers of the ship had not used good buckets there was no liability.

The court held that it was a question of fact for the jury to determine whether or not the Company had furnished a good bucket for the use of O'Neill at the time and place in question. After a half hour's deliberation, they brought in a verdict for plaintiff in the sum of $3500. There was no surviving widow, and a married daughter, whom the deceased supported, was the beneficiary. Otherwise the verdict would have been much larger.

Very truly yours,

S. B. AXTELL.

New York City, May 7, 1919.

WHY HEALTH INSURANCE?

The tragedy of sickness to the wage earner has been vividly pictured by Warren H. Pillsbury, of the California Industrial Accident Commission, who urges compulsory health insurance as the only effective and economical method of coping with illness among workers, which is at present a costly burden to society.

"The present method of handling illness of wage earners," he says, "is as follows: The workman becoming ill, struggles to remain at work as long as possible to avoid loss of wages, and refuses to go to a physician until the last moment because of fear of expense, thus preventing treatment at the time it is most effective, the early stages of the illness. When finally obliged to leave work, the income of himself and his family is ended. His savings will seldom last for more than a week or two of idleness. He then becomes a charge upon relatives, friends and public charity. Worry over his financial condition prolongs his illness. Inability to procure necessary medical and surgical appliances or to take proper rest or sanatorium treatment delays recovery. The children are taken from school prematurely and put to work without adequate preparation or allowed to go upon the streets. Eventually he may go to the county hospital for a long period of time, and his wife will be taken care of by the Associated Charities, or will undertake work beyond her strength and in turn become ill. The employer has to break a new man into the work. The community, friends, or relatives have to support the family, and the man is inefficiently and haphazardly taken care of because of lack of organized social endeavor to meet the problem presented."

Mr. Pillsbury concludes that "the doctrines of the old individualistic school must be modified in favor of a greater social cooperation, including necessarily compulsory insurance" against the hazard of illness.

The issue of public ownership is thrown into a clearer light by the presence at the head of a great Government department of a man like Postmaster General Burleson. Mr. Burleson is a narrow-minded man, a class-biased man, a typical bureaucrat, ignorant of the social questions of the day and totally lacking in sympathy with modern popular movements. Such a man at the head of our postal service, our telegraph and telephone service—bearing in mind that he is simply an irresponsible cabinet official, not answerable directly to the people—makes it sharply plain that public ownership must be democratic. Government ownership must fail in the larger sense unless it carries with it actual control by the people. And that control must in great part be represented by direct control on the part of the workers in each branch of industry.—Ex.

Demand the union label upon all purchases!

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Nine important labor measures were passed by the Arkansas Legislature which has just closed its session.

Long hours, low wages, and poor working conditions have awakened drug clerks in Detroit, Mich., to the necessity for trade union methods and they have organized.

The collective bargaining principle, allowing the employes themselves to have a voice in the reclassification of salaries in the Federal Civil Service, has been recognized by the Joint Congressional Committee on Reclassification.

After an eleven-week strike the International Ladies' Garment Workers have won the 44-hour week, a substantial increase in wages, and the right of union representatives to observe union working conditions. About 35,000 workers were involved.

Great improvement in unemployment conditions is shown in the Government reports for last week. No city in the country shows an increase in the number of unemployed persons, and an average decrease of 25 per cent. on the whole is reported.

The Labor Bureau of the League to Enforce Peace, in a report just made public, declared that organized labor overwhelmingly favors the entrance of the United States into the League of Nations. The evidence in the possession of the League includes resolutions or letters from international and national labor unions with a membership of more than 2,500,000 and representing every important industry.

Iowa, which has just enfranchised its women, is the twenty-ninth State in the Union to confer Presidential suffrage on women—fifteen of these are full suffrage States and two are primary suffrage States. It is the twelfth State in which the right to vote for President has been bestowed by legislative grant. The number of women twenty-one years of age and over affected by the legislative grants during the last three months is 4,350,000.

A new charter every other day under the American Federation of Teachers is the rate at which the organization wave among public school teachers of the United States has been spreading during the past month, according to reports received at the Washington office of the National Women's Trade Union League. The aims of this vigorous young national trade union organization of educators are democratization of the schools and fair working conditions for teachers.

Information reaching the training service, Department of Labor, from establishments where factory training systems are in operation indicates that foremen, after brief experience with the training system, insist upon having trained workers in their departments, for the reason that they do much more efficient work than those who are put into the factory on production work at the start. Many workmen also ask for training, in order to increase their earning capacity, and so valuable has training proved for peace time that last week seventeen factories adopted training systems, a number almost equal to the average installation of training departments during the war.

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Asis, John
Abrahamson, John
Ackerstrom, P. R.
Aien, Hans
Akesen, A. R.
Albrigthsen, Gabriel
Alexio, Hakan
Alexanderson, C.
Alton, Nestor
Andersen, Andrew
Andersen, Bernhard
Andersen, Gustaf
Andersen, Gustaf Adolf
Andersen, Ferdinand
Andersen, Ludvig Harry
Andersen, John N.
Andersen, Oscar
Andersen, Kasmus
Andersen, Sixtuo
Anderson, Olaf
Anderson, Martin
Anderson, Otto E.
Anderson, John Fred
Anderson, Charley
Anderson, Paul Walfred
Anderson, Sam
Anderson, Adolf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Antonsen, Anton G.
Bach, Lars
Ball, W. J.
Bang, Robert
Barrington, Paddy
Bassen, Geo.
Berg, Harry
Berglund, Iver
Bergquist, Axel
Bergquist, Geo.
Bergston, Carl
Bergstrom, Karl
Berensen, Albert
Berentsen, Albert
Bendixen, Hans
Bennett, Robert
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Booton, T. R.
Bowman, O. W.
Brumley, S.
Bracker, Hans
Brandt, Otto
Brund, Nils
Bugge, J.
Buhman, Hans
Burrows, S. W. F.
Caben, Adolf
Caglan, Joe
Carney, James
Carrol, J.
Carlin, Carl A.
Carlsen, Harald
Carlsen, Louie
Carlsen, Oscar
Carlson, Chas. H.
Carlson, Martin
Carlson, Gust
Carlson, Erick
Carlson, Ewald
Campbell, Ed.
Cane, John
Chamberlain, L. C.
Christiansen, Christian D.
Christensen, Hans
Christofferson, Hans
Cunningham, James
Dahlberg, Eric
Dahlstrom, Arthur
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Harold
Deneen, Henry A.
Douglas, Walter
Draebeck
Drage, John
Dryer, Trygve
Duveland, Carl
Dunn, Willfred
Dutton, Henry
Eaton, Isaac N.
Ekendahl, Walter
Ekwall, Gust
Eliasen, Karl K.
Eliasen, Hans A.
Ericksen, Kristoffer
Erickson, Eric
Ellingsen, Erling
Elstad, John
Ellison, John E.
Engberg, Oscar
England, Charles Ragnar
Engstrom, Fred
Erickson, John
Ettier, Frank
Evelinfeld, Louis
Fernquist, C. W.
Forsberg, John Moritz
Forstrom, Oskar
Forsberg, S. L.
Flemming, W.
Framnen, Ivar
Framnell, Arthur
Frederiksen, J. Fr.
Fritz, John
Gabrielsen, Peder
Granberg, Theodore
Grimeland, Daniel
Greighton, Paul
Gibson, William
Gullfelt, Anker
Gustafson, Oscar
Hansen, Siguard H.
Hansen, N.
Hansen, Hartvig
Hansen, Johannes
Hansen, Oscar
Hallberg, Oscar
Hallnero, Magnus
Halversen, C. H.
Harrington, Quinn
Hawold
Harris, Francis
Hayes, C.
Heger, Clarence
Heiander, Chas.
Helvik, Fred
Hendriksen, Robert D.
Herneo, C.
Hill, Fred A.
Hilliard, C. R.
Holst, Herman
Holmberg, Ernest
Holmstrom, Harry
Hope, Martin
Howard, Geo.
Hvid H. P.
Hvid, Hans
Huber, Chas. Luther
Jacobsen, Oscar
Jacobsen, Johan
Jacobsen, Hendrik
Jacobus, Adrianus
Johansen, C.
Johnsen, Angell
Johnsen, Carl R.
Johnsen, A. W.
Johnsen, Halvor
Johnsen, Jacob
Johnsen, Gus
Johnsen, John
Johnsen, Alexander
Johanson, Carl
Johanson, Erik
Johanson, J.
Johanson, Jacob
Johanson, Charles
Johanson, Adler
Johnson, Gust
Johson, E. C.
Jorgensen, Ed.
Jensen, Henry
Jorgeson Fredrick
Jensen, Hans
Jensen, James
Jensen, Jens
Jimenez, Ernest
Karlsen, Oscar
Karlsen, A.
Karlson, Erick
Karlson, Ingvald
Kajyren, Olof
Kelly, D.
Keane, John
Kellema, Mees
Kother, H.
Klinteberg, S.
Karlstrand, Gus
Kloe, A. E.
Kaleva, Johan
Kofoed, Geo.
Kulek, John
Knudsen, B.
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Linthorn, Herbert J.
Lafstrand, Gust
Larsen, A. M.
Landstrom, G. H. M.
Liljegren, S. D.
Madsen, W.
Madsen, Christian H.
Magnusson, L.
Maher, Thomas
Maher, William F.
Martensen, Kristian
Mangsted, J.
McGregor, J.
McCoy, James
McLeod, Angus
Mortensen, J. R.
McGuire, J.
McPherson, James
McDonaugh, E.
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Moline, August
Morrison, William
Mark, Karl
Middlemas, Andrew
Maares, J.
Messcoll, Mat
Meskill, Mat.
Miller, A.
Mitchell, Alex
Milder, Albert
Miettinen, John
Mortensen, K. A.
Myammes, Johan
Murray
Nazel, Adolf
Nero, Louis
Nelsen, Isaac
Nelson, Axel W.
Nelson, Chas.
Nelson, Axel
Nelson, Laurits
Nielsen, Axel
Nielsen, Christian
Nielsen, A. A.
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Nolan, James
Noohis, P.
Nordquist, Karl Nils
Nurhmen, Edward
Nyman, Sigurd
Oberg, Joe
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olsen, Nic
Olsen, Albert
Olsen Ingvald
Olsen, C. E.
Olson, Geo.
Olson, Ben
Olson, John H.
Olson, Oscar
Olson, Joseph
Olson, John
Orling, Gust
Oneleote, L. T.
Overturf, J. C.
Pauchec, Carl
Peckstrom, George
Pedersen, Karl
Pedersen, P.
Pedersen, N. B.
Petersen, Charles
Peterson, O.
Peterson, Walter
Peterson, C. H.
Petterson, A. K.
Petterson, Herman
Petterson, Charles
Pearson, Gustav
Pearson, Johan
Pendville, Nicholas
Punis, Anthony
Punis, Anthony
Quandt, A.
Raad, Sigurd
Rasmussen, Peter
Renheim, Oscar
Reinhold, Gustaf
Renstrom, Peter
Revheim, O.
Resnas, Geo.
Robinson, W. N.
Rontved, I.
Roon, Oscar
Ronning (package)
Roskinen, Waino
Rosen, E. H.
Revheit, Oscar
Richardson, J. W.
Rimer, Robert
Ring, Walfrid
Reed
Reed, Nels
Rummen, Edvin
Rydquist, Carl H.
Rylander, Rudolf
Sandanger, Ole
Sanseter, Paul
Sather, H.
Sandstrom, Carl Albin
Sassa, Hjalmar
Scarbo, Ole H.
Sciron, T.
Schmer, Harm
Schermaker, Anton
Schmidt, Emil
Scon, Arthur
Sorensen, Mauntz
Sohlberg, Olof
Sorger, E.
Sjogren, John
Syversen, Oscar
Samuelsen, Edward
Salomon, John
Strand, Louis
Strand, Charles
Strom, Oscar
Staff, Charles
Staff, Charles
Sears, Guy Loren
Strelner, John
Swanson, Rasmus
Swarson, Will
Svenson, John
Swerdrup, Thowald
Skjoldenborg, Freidjove P.
Sverdrup, T.
Swanson, Wm.
Tabiassen, Tobias
Taft, H.
Taft, Hans
Taft, Peter
Tallaksen, Arthur J.
Tangeroos, Lars
Tangerwas, Ole
Tharstensen, Carl B.
Thompson, Peder
Thorslensen, Carl
Thoreen, Herman
Thoreen, Carl
Thorsson, Victor
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Torrance, John
Toyra, Adolf
Traverson, Louis
Tuomien, John
Turner, John
Waldham, Chester
Walgren, John F.
Wanter, John
Ween, P.
Weinberg, Edward
Williams, O. C. W.
Wilkeson, Dave
Wink, Pete
Witonen, Carl
Winters, Robert
Wilson, C.
Witanen, Carl
Williams, John
Wick, John
Williams, T. C.
Wilson, Alex
Witte, Louie
Wilhelmsen, Martin
Wold, Peder
Wriehoden, W. van
Vanus, Hugo
Unwin, Harry
Undelstvedt, Bernhard
Zolenk, A.

Aberdeen, Wash., Letter List

Albers, Geo.
Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Christensen, Harry
Doll
Eliassen, H. C.
Fischer, Chas. O.
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
Hederstrom, T.
High, Edward
Holm, Wm.
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Jansson, John
Jansson, J. A.
Johanssen John F.
Johnson, Ed. C.
Johnson, Gust
Johnson, Hilmar
Kamp, S.
Kennedy, J. R.
Lampe, Fred
Magnusson, E. W.
Malkoff, Peter
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Pedersen, N. B.
Hahlf, J.
Risenius, Sven
Rosenblad, Otto
Soderland, Uno
Svenson, B.
Sundquist, Walter W.
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.
Wilson, W.

Alaska Fishermen

San Francisco

Anderson, John
Anderson, Jules
Danertson, Arthur
Erickson, J.
Ericksen, John
Guilefsen, Hans
Glynn, Frank
Hanson, L.
Hanson, Emanuel
Hansen, J.
Johanson, F. C.
Jensen, A.
Jorsel, C. A.
Johansen, Gus
Johanson, J. G.
Jacobsen
Jouett, Charles
Kjendalen, Ole V.
Kuhn, J.
Kruger, Wm.
Kittilsen, Carl
Lindberg, A.
Larsen, Olof
Mittchel, Joseph
Mikelson, Peter
Norberg, J. A.
Nyberg, Gust
Nannestad, Arthur
Nilsen, Emil
Norberg, Herman
Olson, Anskar
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INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

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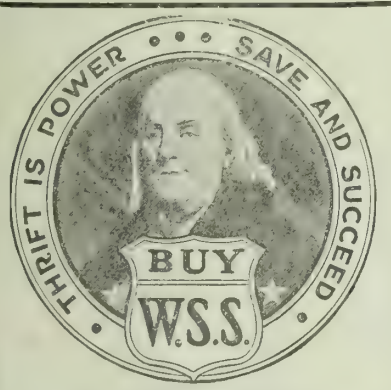

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INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

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INFORMATION WANTED.

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the S. S. "J. O. Neil" will please call or write to the undersigned attorney relative to salvage services performed on the 18th day of January, 1919, to the S. S. "Oregon." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

Members of the crew of the S. S. "Oskawa" will please call at my office in relation to a claim for salvage against the S. S. "Westgrove." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

When making purchases from our advertisers, always mention The Seamen's Journal.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S "Davy," is inquired for by his mother Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

Home News

The report of the Midvale Steel and Ordnance Company for the year ended December 31, 1918, shows net earnings after taxes of $71,129,012, compared with $57,942,941 in 1917.

By a plurality of 1,061 votes, the Democrats of Peekskill, N. Y., elected a woman village treasurer over a man Republican opponent. The women's votes at the village election total more than one-half of the 5,000 votes cast.

The night court for women in New York, established as a separate tribunal in 1910, was officially abolished on the 20th. It was supplanted by the Women's Day Court. The night sessions had attracted undesirable elements and curiosity seekers.

The first woman to be appointed a member of the faculty of Harvard University is Dr. Alice Hamilton of Chicago, who has just been named as' assistant professor of industrial medicine in the Medical School at Harvard. Dr. Hamilton is a graduate of the University of Michigan.

The influenza epidemic last year cost the Prudential Insurance Company $14,000,000 in payments on the deaths of 63,000 policyholders between September 26 and December 31, the company announced at its home offices in Newark. During 1918 payments were made on more than 250,000 deaths, and total more than $71,000,000, which is $20,000,000 greater than any previous year.

Sixteen thousand eight hundred and eleven cities, towns, and villages in the United States have taken part in the weighing and measuring tests of Children's Year, according to figures made public on the 4th by the Children's Bureau of the U. S. Department of Labor, which, with the local child welfare committees of the Council of National Defense, instituted the Children's Year program.

There have been 3216 lynchings, exclusive of the East St. Louis and other mob riots, in the United States in the last thirty years, 702 of which have been lynchings of white people and 2514 lynchings of Negroes. Sixty-three Negroes and four white persons were lynched in 1918. Some of the recent lynchings have been particularly atrocious, involving burning at the stake and torture of the victims.

The Great Adventure group of Singletax workers in California have invited William L. Ross of Philadelphia to assume direction of their activities. A number of Philadelphia members of the organization have issued a statement saying that Mr. Ross is prepared to give up his business and the income from it, move to Los Angeles, and devote his entire time to the work, asking only that his living expenses be paid.

Viscount William Waldorf Astor, born an American and naturalized in England, is said to pay more money for income tax than the total of his income. His property is in the United States and is taxed by both the American and British Governments. His American holdings are valued at more than $80,000,000, with an estimated income of $4,000,000. The New York taxes are $1,600,000; the Federal income tax, with surtaxes, $1,200,000, and the British income tax $1,600,000—a total about $400,000 more than the income.

Labor News

Nine important labor measures were passed by the Arkansas Legislature which has just closed its session.

Long hours, low wages, and poor working conditions have awakened drug clerks in Detroit, Mich., to the necessity for trade union methods and they have organized.

The collective bargaining principle, allowing the employes themselves to have a voice in the reclassification of salaries in the Federal Civil Service, has been recognized by the Joint Congressional Committee on Reclassification.

After an eleven-week strike the International Ladies' Garment Workers have won the 44-hour week, a substantial increase in wages, and the right of union representatives to observe union working conditions. About 35,000 workers were involved.

Great improvement in unemployment conditions is shown in the Government reports for last week. No city in the country shows an increase in the number of unemployed persons, and an average decrease of 25 per cent. on the whole is reported.

The Labor Bureau of the League to Enforce Peace, in a report just made public, declared that organized labor overwhelmingly favors the entrance of the United States into the League of Nations. The evidence in the possession of the League includes resolutions or letters from international and national labor unions with a membership of more than 2,500,000 and representing every important industry.

Iowa, which has just enfranchised its women, is the twenty-ninth State in the Union to confer Presidential suffrage on women—fifteen of these are full suffrage States and two are primary suffrage States. It is the twelfth State in which the right to vote for President has been bestowed by legislative grant. The number of women twenty-one years of age and over affected by the legislative grants during the last three months is 4,350,000.

A new charter every other day under the American Federation of Teachers is the rate at which the organization wave among public school teachers of the United States has been spreading during the past month, according to reports received at the Washington office of the National Women's Trade Union League. The aims of this vigorous young national trade union organization of educators are democratization of the schools and fair working conditions for teachers.

Information reaching the training service, Department of Labor, from establishments where factory training systems are in operation indicates that foremen, after brief experience with the training system, insist upon having trained workers in their departments, for the reason that they do much more efficient work than those who are put into the factory on production work at the start. Many workmen also ask for training, in order to increase their earning capacity, and so valuable has training proved for peace time that last week seventeen factories adopted training systems, a number almost equal to the average installation of training departments during the war.

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Aais, John
Abrahamson, John
Ackerstrom, P. R.
Aien, Hans
Akesen, A. R.
Albrigthsen, Gabriel
Alexio, Hakan
Alexanderson, C.
Alton, Nestor
Andersen, Andrew
Andersen, Bernhard
Andersen, Gustaf
Andersen, Gustaf Adolf
Andersen, Ferdinand
Andersen, Ludvig
Andersen, Harry
Andersen, John N.
Andersen, Oscar
Andersen, Kasmus
Andersen, Sixtuo
Anderson, Olaf
Anderson, Martin
Anderson, Otto E.
Anderson, John Fred
Anderson, Charley
Anderson, Paul Walfred
Anderson, Sam
Anderson, Adolf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Antonsen, Anton G.
Bach, Lars
Ball, W. J.
Bang, Robert
Barrington, Paddy
Bassen, Geo.
Berg, Harry
Berglund, Iver
Bergquist, Axel
Bergquist, Geo.
Bergston, Carl
Bergstrom, Karl
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Berentsen, Albert
Bendixen, Hans
Bennett, Robert
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Messcoll, Mat
Meskill, Mat.
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Milder, Albert
Miettinen, John
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Murray
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Nero, Louis
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INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

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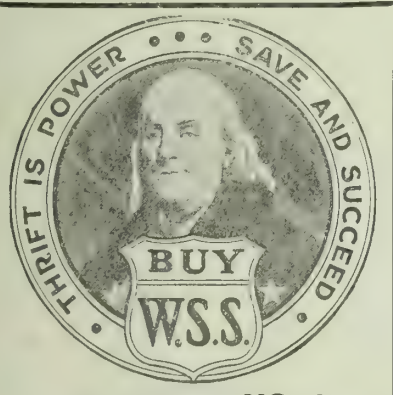

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INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

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INFORMATION WANTED.

One B. Kajakcorchi, oiler, of Russian nativity and member of Seamen's Union, was injured on the steamer "Paraiso," of Swayne & Hoyt, San Francisco. The vessel was one day out of New York and on the second watch the strap on the go ahead starboard eccentric broke, with the result that Kajakcorchi had his left hand smashed all to pieces. He has been in the hospital ever since and will be disabled for many months. He has a permanent disability. Patrick Ennis and Andrew McCann, who know about the previous condition of this strap, will oblige me by communicating with me or the nearest Union delegate. This strap, we have reason to believe, was worn out and defective, as it had been heating up continuously for nearly three weeks prior to the accident. Silas B. Axtell, Esq., 1 Broadway, New York City. 8-21-18

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

Members of the S. S. "J. O. Neil" will please call or write to the undersigned attorney relative to salvage services performed on the 18th day of January, 1919, to the S. S. "Oregon." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

Members of the crew of the S. S. "Oskawa" will please call at my office in relation to a claim for salvage against the S. S. "Westgrove." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

When making purchases from our advertisers, always mention The Seamen's Journal.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

Members of the crew of the SS. "Kellogg" who were on board when she picked up the SS. "Catania" can obtain money due them for salvage services by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Anyone knowing the whereabouts of Woodley Ransome and Charles Bland, who were members of the tug "Virginian" when she was damaged by the "Navy Tug No. 4," will kindly communicate with Arthur Jones, Agent, Marine Firemen's, Oilers' and Watertenders' Union, 513 Main St., Norfolk, Va. 11-6-18

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal. 2-5-19

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S "Davy," is inquired for by his mother Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

Home News

The report of the Midvale Steel and Ordnance Company for the year ended December 31, 1918, shows net earnings after taxes of $71,129,012, compared with $57,942,941 in 1917.

By a plurality of 1,061 votes, the Democrats of Peekskill, N. Y., elected a woman village treasurer over a man Republican opponent. The women's votes at the village election total more than one-half of the 5,000 votes cast.

The night court for women in New York, established as a separate tribunal in 1910, was officially abolished on the 20th. It was supplanted by the Women's Day Court. The night sessions had attracted undesirable elements and curiosity seekers.

The first woman to be appointed a member of the faculty of Harvard University is Dr. Alice Hamilton of Chicago, who has just been named as assistant professor of industrial medicine in the Medical School at Harvard. Dr. Hamilton is a graduate of the University of Michigan.

The influenza epidemic last year cost the Prudential Insurance Company $14,000,000 in payments on the deaths of 63,000 policyholders between September 26 and December 31, the company announced at its home offices in Newark. During 1918 payments were made on more than 250,000 deaths, and total more than $71,000,000, which is $20,000,000 greater than any previous year.

Sixteen thousand eight hundred and eleven cities, towns, and villages in the United States have taken part in the weighing and measuring tests of Children's Year, according to figures made public on the 4th by the Children's Bureau of the U. S. Department of Labor, which, with the local child welfare committees of the Council of National Defense, instituted the Children's Year program.

There have been 3216 lynchings, exclusive of the East St. Louis and other mob riots, in the United States in the last thirty years, 702 of which have been lynchings of white people and 2514 lynchings of Negroes. Sixty-three Negroes and four white persons were lynched in 1918. Some of the recent lynchings have been particularly atrocious, involving burning at the stake and torture of the victims.

The Great Adventure group of Singletax workers in California have invited William L. Ross of Philadelphia to assume direction of their activities. A number of Philadelphia members of the organization have issued a statement saying that Mr. Ross is prepared to give up his business and the income from it, move to Los Angeles, and devote his entire time to the work, asking only that his living expenses be paid.

Viscount William Waldorf Astor, born an American and naturalized in England, is said to pay more money for income tax than the total of his income. His property is in the United States and is taxed by both the American and British Governments. His American holdings are valued at more than $80,000,000, with an estimated income of $4,000,000. The New York taxes are $1,600,000; the Federal income tax, with surtaxes, $1,200,000, and the British income tax $1,600,000—a total about $400,000 more than the income.

Domestic and Naval

The schooner "Lydia H. Roper", reported at St. Thomas in distress, has been condemned.

The "Saccarappa", which has arrived at Havre from Santos, damaged by collision is one of the Hog Island built fabricated ships of the Shipping Board, 5735 tons, built in 1918.

The "Balosaro", bound from Guadeloupe, which put in at St. Thomas for repairs to motive power, is a Shipping Board steamer of the composite type, 2469 tons, built at Mobile in 1919.

The "Freedom", which was in collision May 5 180 miles E. of Ambrose Channel with the Swedish steamship "Gloria" and put back to New York, is one of the requisitioned German liners. Her former name was the "Wittekind", 5640 tons.

The newest British battleship, the "Hood," is 894 feet long, or 104 feet longer than the "Mauretania." The armament of this immense fighter consists of eight 15-inch guns, and she is said to be proof against torpedo attack through the hull being fitted with an outer cushion, which makes torpedo and mine attacks harmless.

The Railroad Administration has ordered four self-propelling barges for use on the Black Warrior River between Birmingham and New Orleans. These new barges will cost $244,000 each, and have a capacity of 2200 tons. Twenty wooden barges of 550 tons capacity have also been ordered from the Murman Shipbuilding Company, of Mobile.

The "Iperia", damaged in collision off the Azores with the Norwegian ship "Svalen", is bound from the Persian Gulf to New York with dates. She is owned by J. W. Elwell & Co. of New York and registered at Montreal, 3362 tons, built in 1899. The "Svalen" is bound from Baltimore for Rio with coal, 1812 tons, owned by S. O. Stray & Co., Christiania.

Inability to collect amounts due by the Government, is given as the explanation for the troubles of the Groton Iron Works, Noank, Conn., which has gone into permanent receivership. The Company was building wooden ships for the Emergency Fleet under orders originally received for 12 hulls aggregating 42,000 tons. The company is a subsidiary of the United States S. S. Co., controlled by C. W. Morse.

In making restitution ton-for-ton for American merchant ships destroyed during the war, either by submarines, or raiders, or mines of German make, credit will be given Germany by the Reparation Commission for the German ships which the United States took over. No details have been given out as yet, but it may be that in the final apportionment the U. S. Government will keep to itself the German ships and account to the other Powers for any excess between what Germany owes this country and what the United States took from her. This operation would be extremely simple, since every one of the Powers arrayed against Germany at the peace table is in debt to the United States for sums exceeding by far the total value of all the German ships taken over. The question is, however, whether the other powers will assent to this mode of procedure, particularly in view of their large liner losses.

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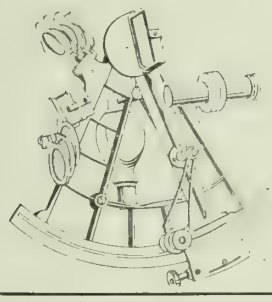
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News from Abroad

Six candidates are in the field for the presidency of Mexico at the election in July, 1920.

American capitalists have applied for permission to erect an oil refinery in the Tampico district, which will be the largest in the world.

The Great War Veterans of Saskatchewan have taken the initiative in a movement to prevent the entry of Mennonities into Saskatchewan and Alberta.

The Chinese Government has granted a charter to the China Development Bank, a Chinese-American concern. Many Shanghai merchants are supporting the undertaking, which represents a union of several previous efforts.

Juarez, the Mexican metropolis of border towns, has become the oasis in the great American prohibition desert. Barrels of American-made whiskey and wine are offered to persons permitted to cross the border under prevailing passport regulations.

It was reported in the Copenhagen Berlingske Tidende that the Danish engineer Ohrt and the Swedish engineer Quistgaard had applied to the railway minister with a proposal for a direct railway connection between Sweden and Denmark by a tunnel under the Sound.

Proportional representation has been adopted by the French Chamber by a majority of 235 votes, having previously killed scrutin d'arrondissement, which only permits of electors voting for one representative, and reinstituted the scrutin de liste, by which votes can be cast for each senator or deputy in a department.

The New Europe, of London, which confesses to having mistakenly started the calumny against the Bolsheviki charging them with the nationalization of women, has admitted itself in error and unreservedly expressed regret at the mistake, due to confusing an insignificant local Soviet organ with an important Russian newspaper.

The figures of the postal savings in Japan in January in 1918, compared with those of 1914, show a remarkable increase from 190,000,000 yen to 550,000,000 yen. State revenue, too, swelled markedly, and in 1918 the government raised 310,000,000 yen from the three important sources, namely, taxes, stamp duty, and the profits of government monopolies.

The retail dealers of Denmark for several years have been working for the organization of a co-operative association for making purchases, to enable them to compete with the so-called Consumers' Co-operative Association. The result is the recent formation of Danske Kobmaends Handels-Aktieselskab (Danish Merchants' Commercial Co., Ltd.), which will undertake to eliminate some of the middlemen wholesalers.

In order to ease the currency crisis, the Union of the Tar Artels of the Vaga district (Archangel province) decided in October last to proceed with the issue of its own "credit notes" in the form of bonds in series of 25, 50, and 100 rubles, to a total value of 200,000 rubles. This new "co-operative money" is accepted by all the offices and branches of the Union, and they are guaranteed by all its property and goods.

With the Wits

Picking Them Out.—"Here's an applicant for a Cabinet office."

"Good! What qualifications does he lack?"—Life.

Not All Lost.—Flo—You can't believe everything you hear.

Gertie—No, but you can repeat it.—The Sydney Bulletin.

A Plane Truth.—The paradoxical thing about the airplane is that it is not much good unless it is used up.—Boston Transcript.

Astute Patient.—Doctor—My dear sir, it's a good thing you came to me when you did.

Why, Doc? Are you broke?—Life.

Cholly's Type.—"I can read Cholly like a book."

"You're foolish to strain your eyes over a small type."—Cleveland Press.

Soft-hearted Singer.—Doe Boy—Why does she close her eyes when she sings?

Pay Shent.—Because she can't bear to see us suffer.—Over Here.

Easy.—"My uncle left me only $5,000. Wonder if I could break his will?

"Sure thing! He must have been crazy to leave you anything."—Boston Transcript.

His Little Bit.—She—But you only volunteered just as peace was proclaimed.

He—Er—yes. You see, exactly, I—er—wanted to see it was carried out properly.—The Sydney Bulletin.

A Self-Entertainer.—The Hostess—I am going to ask you to take Mrs Salston down to dinner.

Featherstone—What shall I talk to her about?

The Hostess—It won't be necessary.—Judge.

Gentle Hint.—Ethel—I'm afraid that bell means another caller.

Fred (imploringly)—You know there is such a thing as your not being at home.

Ethel (suggestively)—Yes, and there is such a thing as my being engaged.—Tit-Bits.

At Last.—During the flu epidemic in San Francisco, when all public meeting-places were closed, and the entire population was compelled to wear masks to prevent the spread of the disease, a drunken man was overheard muttering:

"Well, I'm an old man, but I have lived my time and am ready to quit. I have lived to see four great things come to pass—the end of the war, the churches closed, saloons left open, and the women muzzled."—Judge.

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VOL. XXXII, No. 38. SAN FRANCISCO, WEDNESDAY, MAY 28, 1919. Whole No. 2540.

SEAMEN'S CONDITION IN EUROPE

Andrew Furuseth Reviews Developments Abroad

Upon his return to America President Andrew Furuseth of the International Seamen's Union of America penned a final report for the membership on the doings of the recent International Seafarers' Conference.

This official report is published herewith in full. It is the third and last of a series of articles upon this subject published in the Journal.

Furuseth's final report is of exceptional interest because it deals with the Seamen's condition in Europe and maritime affairs generally. Those who want to keep abreast of the times should not fail to peruse Furuseth's interesting summary.

Mr. Thomas A. Hanson, Secretary-Treasurer, International Seamen's Union of America, 332 West Randolph St., Chicago, Ill.:

Dear Comrade:

My last report carried us beyond the meeting of the Executive Board of the British Seamen's Union. As you know, they refused point-blank to endorse the proposal, that—

> "A seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor, nor shall he be arrested, detained and surrendered to his vessel."

The last report showed that the Constitution-making Conference on International Labor Legislation refused to accept the idea that the seaman should be free, but that they adopted the following:

> "In no case shall any of the High Contracting Powers be asked or required, as a result of the adoption by the Conference of any recommendation or Draft Convention, to diminish the protection afforded by its existing legislation to the workers concerned."

The best that can be said about this is that it endeavors to crystallize existing conditions of labor generally and therefore of seamen also. Assuming that the League of Nations will become a fact and that the weight or instrument through which it is to act in labor matters becomes also a fact, European nations would not be in a position to change the status of their seamen after they go into the League of Nations. It therefore became of importance, from our point of view, that these facts should be brought to the Scandinavian seamen and so far as possible to the Scandinavian people, in order that they might—if they should feel so inclined—take the action of liberating the seamen before they became members of the League.

On my arrival in Norway, I went at once to the offices of the different organizations of seamen; that is, the Sailors and Firemen who constitute one organization, the Marine Cooks and Stewards the second, the Mates the third, the Marine Engineers the fourth, and the Masters the fifth. I laid the matter frankly and fully before them and they decided to call a meeting in Christiania of all ratings of seamen and that at this meeting they would adopt a memorial to the Norwegian Government praying for the adoption by the Norwegian Government of the following, which of course in Norway was translated into the Norwegian:

> "that a seaman shall not be punished by imprisonment for leaving his vessel in a safe harbor, nor shall he be arrested, detained and surrendered to his vessel."

The memorial was drafted and was signed by all except the Masters, who had a meeting in which the majority, while not distinctly against the adoption by the Government of this principle, evidently felt that it should be left to be considered by the Joint Scandinavian Commission on Maritime Law; at least, this was the position taken by their representative at the meeting itself, after having told me that he was entirely in favor with it and he hoped to get it through his organization.

In my first visit to Norway, I consulted with members of the Norwegian Parliament, with executive officers of the Norwegian Government, and the Premier himself, and found that at that time they felt inclined to our ideas. After my second coming to Norway, and while we were preparing for the meeting, I again went to see all of those to whom I had spoken before, and found so far as I could understand that there was no change in their sentiment. The memorial itself was submitted to the Premier by me, and he said that while there is a Scandinavian Commission to deal with the maritime law, we are not necessarily bound to wait, especially on a question of this kind; I can see no good reason why this should not be adopted and I hope that we may get it through this year. The Norwegian Commissioner of Navigation was present at the meeting, so was the Food Administrator, who used to be the Commissioner of Navigation; there were probably thirty Masters at the meeting, a larger number of Engineers, a large number of Mates, etc., and the whole meeting consisted of between 500 and 600 men. The memorial was adopted; there was not one dissenting vote.

The memorial was then signed officially by all except the Masters, sent to the Government and given the widest possible publicity, besides being sent to the headquarters of all of the different labor organizations in Norway, by the Secretary of the General Federation of Labor in Norway, with the suggestion that it be acted upon and their action sent in to the Government at the earliest possible moment.

I had made arrangements to have a similar meeting in Gothenborg, Sweden, Copenhagen, Denmark, and a tentative arrangement for a meeting in Stockholm, Sweden. In this, however, I failed. Only two days after I made application for permission to go to Denmark (and this after application had been dealt with by the Danish Foreign Office), the Danish Seamen published a statement which they submitted to the Danish ship owners and the Danish Government to the effect that unless they could come to an understanding within a certain time there would be a general strike. It may be that this prevented me from getting the permission to go to Denmark—it may have been other reasons; there is no telling.

The American Minister in Christiania did his best to get me the permission to go to Denmark; I could have gone to Sweden if I could have gone to Denmark, because it is simply a question of passing through and staying over 48 hours. I waited in Christiania seven days for permission to go to Denmark and not receiving permission in the seven days, and the fact that I could not have received it in the next seven days, because of the great number of Easter holidays they observed, I had to make other arrangements in order that I could return to the United States on the Danish steamer which left Christiania on Good Friday.

The Norwegian Seamen said that they would take care of having the memorial, suitable to the two other countries, adopted at the earliest possible time. I received the same definite promise from a representative of the Mates from Sweden, and from the Firemen from Sweden, both of whom happened to be at our meeting in Christiania.

In passing, I may say that the Swedish Government at this time is distinctly a Labor Government, and it was with great regret that I was unable to go to Sweden, especially to Stockholm.

The Scandinavian Commission.

The Scandinavian Commission which is mentioned above is made up of representatives of the different maritime interests, including the personnel on board of the vessels of the three Scandinavian countries, Denmark, Sweden and Norway. The purpose of the commission is to rewrite the whole Maritime Law of the three countries, and to make it exactly the same for all three countries. There is a probability that Finland may join in with them when she is in a position to do so. How long a time it will take before this Commission can report it is impossible to say at this time, but the shortest time mentioned in Norway was four years, so that any action on the question of the freedom of seamen that we get at this time will be of tremendous importance, not only with reference to the action taken by the Commission on International Labor Legislation, but also with reference to the ultimate report that this Commission will render to the three different countries.

The Seamen's Act.

The Seamen's Act has few friends among the shipowners and Government officials in either France or England. The feeling in these two countries, as far as I can judge, is distinctly hostile. They fear it. They feel that in its operation it will take from them their best men. The Seamen of England in their official capacity are, as you have seen in the previous report,

hostile to any extension of the act. It is, however, my conviction that that is purely official and owes its origin in the Government attitude and to some extent to the fear of future competition. The French Seamen do not understand the Act, and what position they will take when they do understand it is at the best a guess. One moment they say it is drastic as against the Seamen, and the next moment say it is too drastic as against the owner. They have had no means of gaining any experience about it, or carefully studying it in any operation that it might have upon French Seamen, because the French Seamen are all inscribed with the French navy; they are all man-of-war men and to leave their vessels while war is in progress would incur the death penalty. What influence it might have upon the French Seamen we must wait to ascertain until peace time. The shipowners in Norway are hostile to the Act; they hoped that the Paris meeting might destroy it—they were disappointed when this did not happen. They understand the law and realize that unless it is changed, repealed or in some way emasculated, they will be compelled not only to pay the American wage rate but to adopt the same principles for themselves.

I have had no personal experience with either Swedish or Danish ship owners, but I have a very definite understanding about what at least some of the Danish Masters feel about it; they want the serfdom of the Seamen wiped out, and it is reported that this is a feeling that is fairly general.

Wages.

The information which I have received, but which I have not been able absolutely to verify, is that the wages in Italy run somewhere between $60 and $70; not in wages specifically, but in addition to one name or the other. The wages in France have not been influenced by the Seamen's Act. The information I received from the officers of the French Union is that the wages of Firemen are £10, the wages of Sailors £8 18 sh.; that is to say, in American money, $50 for the Firemen and about $45 for the Sailors. The wages in England are £11 10 sh., for Sailors and £12 for Firemen with a £3 bonus, which is to remain and which is to be included in the wages as such. So as a matter of fact the wages in England are £15 or equivalent to ours, which are $75. The Norwegian Seamen and shipowners met and came to an understanding in regard to wages for a year, and it was frankly acknowledged both by the shipowners and Seamen that it was necessary in order to hold the men to pay substantially at least the American wage rate in all overseas trade. As a result they agreed that the wages of Sailors in the overseas trade in freight vessels should be 263 crowns, which is equivalent to $70 in our money; in passenger vessels, 273 crowns, which is the equivalent of about $72.50, that is for Sailors. There is a difference between the Sailors' and Firemen's wages, but it is only 5 crowns, which is about $1.50. This was agreed to before I left Norway, and I have a copy of the agreement with me here. There is no doubt but that the Swedish and Danish wages will be about the same; they will not be less, they may be a little more; in other words, they will run about the same as the American wages in the three Scandiavian countries for the next coming year.

Manning Scale.

In Norway they have adopted a Manning scale, under which steam vessels of from 5000 to 6000 tons will have to carry one Boatswain, one Carpenter, six Able Seamen and five Ordinary Seamen. With reference to Firemen, each Fireman is to handle not more than three and one-half tons of coal outside of the tropics, and in the tropics three tons of coal; not more than four fires, but the ordinary provision is three fires per fireman.

Efficiency.

The Norwegian Parliament is dealing with the question of efficiency and working hours, on recommendation of the Government, and the working hours submitted by the Government are: Three watches for the Firemen, two watches for the Sailors; a nine-hour workday in ports outside of the tropics, and an eight-hour workday in ports in the tropics, such workday to run between six in the morning and six at night, evidently with the purpose of giving opportunity to lay off from work during the hottest part of the day. There is a general demand from shipowners and especially from officers of vessels that the Government shall establish a standard of efficiency, and the Government has promised them it shall be taken up together with other matters at this time, and the understanding is that it requires three years' service on deck to become an Able Seaman, and six months' service as a coal passer to become a Fireman.

Observations.

The shipowners of England and Norway are well acquainted with the Seamen's Act and they have kept in close touch with the rulings made by our Department of Commerce and the decisions of our courts. I was told by shipowners in Norway, before I knew anything about it myself, what the Supreme Court of the United States had decided on the question of advances and what would constitute one-half, under Section 4. When I returned to England I received the information from here myself, but it was surprising to me how well they kept informed. The situation is the same in England; they are taking advantage of those decisions and of the rulings to the fullest extent, and the latest information I received in England was that they were going to place in their shipping articles a provision that any seaman demanding one-half of his pay in the United States, agreed beforehand that he in that case should be paid at the rate of one shilling per month. Their aim, so far as England is concerned, is to place the men in a position in which they will have no money to live on after they leave a vessel and until they can get another vessel, and thus hold them to the vessel through physical necessities.

The Seamen and shipowners of Norway discussed the question of advances in their conference and the Seamen insisted that all advances would be abolished. The shipowners said that while they might agree to that as a general proposition they would not bind themselves to it. I was, of course, not present at that conference, and my information comes from those members of the Seamen's organization who were present, and they advised me that in the discussion about advances the shipowners said, Well, those advances are respected in the United States under the decisions and of course we are not going to bind ourselves not to pay any advances.

With reference to the language clause, they are in unanimous agreement in Norway and in England, it is dead, and they can carry all the coolies and Chinese they want to the United States without incurring risk. This feeling on the part of the British and Norwegian shipowners will have a distinct tendency to increase the number of Orientals carried in their vessels, both because of the fact that they can get them cheaper and the further fact that they are less likely to desert in the United States. Of course, that means a gradual wearing down of the equalization process if it is permitted to go on.

I left Norway on Good Friday, arrived in New York Tuesday, April 29, in the evening. Left New York for Boston on Thursday night; returned to New York on Friday night, and arrived in Washington on Sunday morning. Since my arrival in Washington, I have seen the members of the Shipping Board and some others, and have promised a copy of this report to the Shipping Board.

Respectfully yours,

(Signed,) ANDREW FURUSETH.

Washington, D. C., May 7, 1919.

SHIPPING IN THE TREATY

The shipping features of the treaty draft handed to the German delegates at Versailles by the representatives of the Allied and Associated Powers (referred to hereafter as The Powers), are summarized below from the press despatches so far published:

Shipping.

Germany to replace ton for ton and class for class all merchant ships and fishing boats lost as a result of the war. Germany to cede all merchant ships of 1,600 tons and upyard, half of those between 1,600 and 1,000 tons gross and one-quarter of steam trawlers and tugs. The above to be delivered within two months to the Reparation Commission.

As additional form of reparation Germany is to build on Allies' account new ships not to exceed 200,000 tons annually.

All inland vessels seized by Germany to be returned, failing which German river boats to be handed over up to 20 per cent. of total fleet.

Ships of The Powers to enjoy same rights as German vessels for five years, in respect to ports, coastwise trade, fishing and towage, even in territorial waters.

Waterways.

Belgium to be permitted to build a deep draft Rhine-Meuse canal within 25 years, in which case Germany must construct the part within her territory on plans drawn by Belgium. Similarly the interested allied governments may construct a Rhine-Meuse canal, both, if constructed, to come under the competent international commission. Germany may not object if the Central Rhine Commission desires to extend its jurisdiction over the lower Moselle, upper Rhine, or lateral canals.

Germany to cede to The Powers certain tugs, vessels and facilities for navigation on all these rivers, the specific details to be established by an arbitrator named by the United States. The value will be included in the regular reparation account. In the case of the Rhine, shares in the German navigation companies and property such as wharves and warehouses held by Germany in Rotterdam at the outbreak of war must be handed over.

The Kiel Canal to remain free and open to war and merchant ships of all nations at peace with Germany, on terms of absolute equality, and no taxes to be imposed beyond those necessary for the upkeep and improvement for which Germany is to be responsible.

The European Danube Commission reassumes its pre-war powers, but for the time being with representatives of only Great Britain, France, Italy and Rumania. The Upper Danube to be administered by a new international commission until a definitive statute be drawn up at a conference of The Powers. Enemy Governments to make full reparations for all war damages caused to the European commission; cede their river facilities in surrendered territory, and give Czecho-Slovakia, Serbia and Rumania any rights necessary on their shores for carrying out improvements in navigation.

Rhine and Moselle. The Rhine is placed under the central commission to meet at Strassbourg within six months after peace and to be composed of four representatives of France, four of Germany, and two each of Great Britain, Italy, Belgium, Switzerland and the Netherlands. Germany to give France on the course of the Rhine included between the two extreme points of her frontiers all rights to take water to feed canals, while herself agreeing not to make canals on the right bank opposite France.

International Rivers.

The Elbe from the junction of the Vltava (Moldau), the Vltava from Prague, the Oder from Oppa, the Niemen from Grodno, and the Danube from Ulm are declared international, together with their connections. The riparian states must ensure good conditions of navigation within their territories unless a special organization exists therefor. Otherwise appeal may be had to a special tribunal of the League of Nations, which also may arrange for a general international waterways convention.

The Elbe and the Oder to be placed under international commissions to meet within three months, that for the Elbe composed of four representatives of Germany, two from Czecho-Slovakia, and one each from Great Britain, France, Italy and Belgium; and that for the Oder composed of one each from Poland, Russia, Czecho-Slovakia, Great Britain, France, Denmark and Sweden.

Free Zone in Ports.

Free zones existing in German ports on Aug. 1, 1914, must be maintained with due facilities as to warehouses, and packing, without discrimination, and without charges except for expenses of administration and use. Goods leaving the free zones for consumption in Germany and goods brought into the free zones from Germany to be subject to ordinary import and export taxes.

THE RIGHT TO WORK

(By Edwin Markham.)

Out on the roads they have gathered, a hundred thousand men,
To ask for a hold on life as sure as the wolf in his den.
Their need lies close to the quick life as the earth lies close to the stone;
It is as meat to the slender rib, as marrow to the bone.
They ask but leave to labor for a taste of life's delight,
For a little salt to savor their bread, for houses watertight.
They ask but the right to labor and to live by the strength of their hands,
They who have bodies like knotted oaks and patience like the sea sands.
And the right of a man to labor and his right to labor in joy,
Not all your laws can strangle that right nor the gates of hell destroy,
For it came with the making of man and was kneaded into his bones,
And it will stand at the last of things on the dust of crumbled Thrones.

Birds' nests used by the Chinese are built by a sea swallow with a gelatinous substance taken from the sea moss. The nests are attached to high cliffs, where it is dangerous climbing to get them. They are soaked after washing in warm water, in cold water over night, then boiled in milk until they may be pierced with a broom splint. They are then added to a clear soup.

Demand the union label upon all purchases!

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Record Building Boom Anticipated.

The building deficiency in the North Central States is estimated by the United States Department of Labor to be in the sum of $1,511,200,000. A recent survey of building conditions in north Atlantic States placed the deficiency in that district at $1,200,000,000.

The department's statement that the current year is likely to prove one of unprecedented building activity seems to be fully justified. Building permits and contracts let indicate that building construction work the country over is rapidly getting to pre-war figures. It is claimed that the new normal will be far ahead of the pre-war figures. The rapidity with which building and construction work is reviving indicates that building interests are convnced there will be no reduction in construction cost for several years, if at all.

April was a record month. Construction totaled $224,000,000 in the territory east of the Missouri and north of the Ohio River. This is 40 per cent. more than the value of March contracts and more than twice the April average of $96,000,000 for the last nine years. Jobs for millions of workmen at present high wages also are seen in the record contract total.

Although the department's data includes only partial reports for the month, officials said there can be no doubt the estimate is correct enough to establish the record totals computed.

Building engineering contracts for the week ending April 4, amounted to nearly $61,000,000. For the week ending April 11, the total was approximately $40,000,000 and for that of April 18, it reached more than $56,000,000.

Produced 20 Million Pounds Meat in 1918.

American dressed meat production, including lard, amounted in 1918 to 20,129,800,000 pounds—a quantity never before approached in magnitude by the live stock industry of this or any other country. The corresponding figure for 1917 was 16,317,300,000 pounds.

Three-fourths of this enormous increase was in pork and one-fourth was in beef.

The meat surplus in 1918 was so great that extra export demands made little impression on it, although 1918 export shipments of meat and lard nearly doubled the 1917 figures—rising from slightly less than 1,750,000,000 pounds to slightly more than 3,000,000,000 pounds—and these figures do not include shipments to American military forces abroad.

The aggregate 1917 consumption of dressed meat and lard in the United States was approximately 14,500,000,000 pounds, but in 1918 it rose to 17,250,000,000 pounds. This means, after allowing for increase in population, an addition of 23 pounds for every man, woman and child in the country—despite the food conservation campaign which in 1917 caused consumption to decline considerably.

"While the people as a whole through their abstinence, averted the immediate crisis, it was the farmer who was the really big factor in the ultimate situation," says the bureau of animal industry, United States Department of Agriculture. "This producer, of course, was expected to do his part, but he did it with such powerful effect that in a single year the meat shortage was turned into a pronounced surplus."

Government To Aid.

The housing shortage of Montreal is to be overcome by Governmental aid. According to reports received by the United States Department of Labor, a fund of between $4,000,000 and $5,000,000 will be available, and the administrative commission of the city of Montreal has been working on a plan by which it may be used most effectively. A manager will be appointed under whom plans and specifications will be prepared.

When a workman makes a request for money with which to build a home he will have a choice of plans. After the required amount of money has been lent, the building will be inspected from time to time, so that assurance may be obtained that the specifications on which the loan was made are being carried out. The worker has the privilege of building the house himself. The commission intends to give preference to labor in making the loans. Loans will be made for a period of 20 years at 5½ per cent.

Wall Street's Reason.

Read what the New York Times gives in its financial column as one of the outstanding reasons for the depression in business:

"There is a growing feeling in the financial district that the sooner Government control of wires, railroads, express companies and ships ceases, and the properties are returned to their owners, the sooner the business in general will get back on its feet. Earnings of the express companies and the railroads are considered as the most positive argument against federal ownership and control, and the mixup of telephone, cable and telegraph service under federal management is also considered as sufficient proof that Government operation should go."

World-Wide Bill of Rights For Labor.

The New York Evening Mail says:

"A response to the spirit of the time and an enabling clause to the new international law are found in the supplement to the peace treaty framed by the International Commission on Labor Legislation, of which Samuel Gompers is chairman, and adopted by the Peace Conference.

"It is a bill of rights for the man who labors that the conference has adopted. In its scope and significance it is not far different from the Declaration of Independence signed by the spokesmen of the thirteen colonies. It is, in effect, an annex to that document.

"The commission's plea for the adoption of this labor bill of rights was passed in the last analysis upon labor's instinct of

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Legislation to enfranchise New Brunswick women on the same terms as men has been introduced by the Attorney General of the provincial government, and it is said that the bill's introduction as a government measure insures its passage.

More than 100,000 British farm workers are unionized. Their organization is known as the National Agricultural Laborers' union. They have more than 2000 locals. They're urging now a minimum wage of $12 a week for a six-day working week of 44 hours the year around. They would work unavoidable overtime at time and a half for week days and double time for Sunday.

During the war London and other cities in Great Britain successfully operated Government kitchens in the poorer quarters. Glasgow is about to launch into the enterprise of a kitchen that will provide 2000 portions each meal, to be served at noon and in the evening. Food will be supplied at the lowest possible price, but on a paying basis. The cooks will be trained and the aim is to raise the level as well as lower the cost of living. The Glasgow experiment is but the first of the kitchens to be established by the Corporation Committee for National Kitchens.

Higher coal prices will increase the cost of steel. English employers are opposing the higher price of coal because the consequent increased price of steel would hinder competition in the world's markets. A nominee of the British Coal Commission, J. T. Forgie, acting for the employers, states that the increase in the coal price would be due to the miners' demands for higher wages and better living conditions. Frank Hodges, the nominee of the miners on the commission, points out on the other hand that the steel industry has survived the increased cost of coal since the war. Robert Smillie, head of the miners' organization, asks (1) why an idle class should get 50 cents a ton profit from coal and thus hinder the steel industry, and (2) why the miner should not get decent living conditions by abolishing royalties to the owners and holders of mining property.

White collar workers are bestirring themselves in England. An interesting development of the trade union movement has taken substantial form in the Professional Workers' Federation. It comprises the National Union of Teachers, the Incorporated Association of Assistant Masters, the Association of Assistant Mistresses, the Custom and Excise Federation, the Second Division Clerks' Association, the Tax Clerks' Association, the Federation of Women Civil Servants, the London County Council Staff Association, and kindred organizations, which represent in all some 174,000 workers never before jointly organized to protect their special interests. The secretary of the Federation is F. H. Norman, 49 Bedford street, Strand. Some of the things the federation has undertaken are: Reform in income tax regulations, which it is claimed press too heavily on professional workers; more adequate supply of middle class houses and lower rents; reductions of railroad fares.

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LOCAL
STAMP

San Pedro Letter List

Aalto, Harry	Hecker, William
Amundsen, Pete	Jones, E. L.
Anderson, Gunnar	Jensen, Jens
Anderson, Sven	Johansen, Fritz
Anderson, Axel	Johansen, N. A. -1604
Anderson, Frank	
Altman, E	Johanson, John A.
Anderson, Gust	Johansen, Carl
Aho, Jack	Johnsen, John E.
Behne, W. A.	Johnson, Eduard C.
Baggs, H. L.	Jonassen, Johannes
Bergh, Borge	Larsen, Johan. -1542
Billington, Martin	Larsen, Martin
Brander, Wm	Lato, Eley
Breien, Hans	Lauritsen, Ole
Bruce, Albert	Lechemus, Bill
Christian, James	Lewis, Harry S.
Davis, Orville	Linden, Chas. F.
Doage, Sigvald	Lindholm, Charles
Domjul, Alfred	Magnussen, Karl
Evensen, Ed	Miller, John
Exelson, Herman	Nelson, Harry
Folvig, John	Neyberg, Berger
Gerner, Hans	Nielsen, S.
Grunwald, Alois	Olsen, Martin
Grassen, Joe	Pederson, Carl
Graners, Gust	Peterson, Hugo
Goulet, Renie	Petersen, Nels. -1698
Gunerud, Thorvald	
Hansen, Adolph	Raaum, Henry
Hingren, John H.	Rosenthal, Walter
Hook, A	Rytko, Otto
Holmstrom, Fritz	Samson, Louis
Hoyberg, Aksel J.	Sandberg, Neil A
Hanson, John	Schlieman, J.
Huisman, K	Skinnar, Gust
Hederstrom, T.	Stratton, R. M.
Sternberg, A.	Zunderer, Theo.
Stringer, M.	(Questionnaires)
Sundholm, Fred	Berner, Albert
Sundholm, Carlos	Christensen, Ole Martin
Swenson, Ben	
Tiller, Edward	Doage, Sigvald
Thompson, Alex S.	Holm, Frank
Thoren, G. A.	Johansen, Carl M.
Tysk, J. H.	Johansen, N. A.
Wahi, J.	Lindroth, Carl Aug.
Wilhelmson, Karl	Pedersen, Carl
Wrig, F.	Tysk, John H.
Yeoman, W. E.	

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J

3-26-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.

11-6-18

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Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas W.
Anderson, C.	Melgant, F.
Andreasen, N.	Miller, Harry
Ahren, Wm. J.	Mikkelsen, Harry
Backman, Peter W.	Mortensen, R.
Bjork, Rudolf -2206	Murphy, Francis Leo
Bohm, Franz	Nordman, Alek
Christensen, H. P.	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Elliot, Austin A.	Nogat, E. G.
Eriksen, C.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Guthrie, V. A.	Olsen, Kristian
Geiger, Joe	Pope, Herbert
Graaf, John D.	Powell, H. A.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Peterson, Frank A.
Hauschild, B	Petersen, Anton -1675
Henrikson, Wm.	Petesen, Knut
Henriksen, Geo.	Petter, G.
Hill, Chas.	Rensmand, Robert
Johansson, Charles -2407	Ruisgaard, Soren
Johnson, Karl	Rosenblad, B.
Jorgenson, Earl	Ross, Geo.
Jensen, H. T.	Samuelsen, S.
Johansen, Johan	Siebert, Gust
Johnson, C. A.	Sjolund, Victor
Kase, A.	Swanson, Ernest
Kaskinen, Albert	Swenson, C. E.
Kristensen, Wm.	Thompson, Walter
Kelly, Wm.	Thorsen, Ole
Knofsky, E. W.	Thoresen, Ingwald
Kulik, John	Toomey, Paul
Laatzen, Hugo	Tuhkanen, Johan J.
Larsen, C. J.	Wold, Frank
Larsen, Carl C.	Ulvestad Knut
Larsen, Hans	
Larsen, Ragnar,	

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
House, Anton	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Seypried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magall, Michael	

Pacific Coast Marine.

The schooner "Blakely," purchased by Captain Crott of Alabama for the Atlantic trade, has sailed from Bellingham on her farewell trip from Puget sound, where she was built in 1902.

It is reliably reported that the representative of a Chicago shipping concern, name withheld, in Seattle, will select a site for a $3,000,000 bonded warehouse. He plans to locate a similar building in San Francisco.

The Columbia river lightship, "No. 88," has been ordered to Bremerton, where a wireless outfit will be installed on board, which is expected to prove of great value in giving information as to weather conditions and shipping off the Columbia.

Federal Judge Cushman of Seattle has directed experts to determine if the wreck of the "Princess Sophia" is salvable. The "Sophia," owned by the Canadian Pacific Railroad, sank in a storm in Lynn canal, Alaska, last October, none of the bodies of her 150 passengers being recovered. The wreck is exposed at low tide and it is claimed that beachcombers have taken some of the cargo off, while some of the freight is being washed away. Accordingly, the inspection was directed.

The steel steamer "Heffron," which is being fitted up as a hospital ship at the Union plant of the Bethlehem Shipbuilding Corporation, made a successful trial trip on the bay during the past week, and will be ready for service shortly. The vessel will be sent to Vladivostok to bring back 1000 sick and wounded Czecho-Slovak soldiers who have been on duty in Siberia. The ship was built at the Moore shipbuilding plant in Oakland and is rated at 9400 tons deadweight. The vessel will be operated by the United States Shipping Board.

Captain E. L. Whitney of Mobile, Ala., has purchased the four-masted schooner "William E. Burnham" from Walter S. Scammell. The consideration was $90,000, and this is considered as a fair price when it is considered that the outstanding charters will bring goodly profit. The "Burnham" was purchased by Scammell more than two years ago and since that time has made a tidy bit of money. The former owner secured his vessels with a number of high-priced charters for the case oil business when it was good, and later when the signing of the armistice caused a slump he smiled and suggested that it was always well to prepare for a rainy day. Whitney is expected to make the vessel nearly pay for itself during the next two years.

Caught in a ripping southeast gale and a blizzard, the three-masted steam schooner "Premier" of San Francisco was wrecked three miles east of Cape Lutke, near Bristol bay, Alaska, after going ashore early on the morning of May 13, according to advices received by the marine department of the Chamber of Commerce. The captain and crew are reported safe. The advices stated the schooner has broken up and the cargo is a loss. The "Premier" left San Francisco in ballast for Grays Harbor on April 2. The schooner took on a cargo of lumber and shooks and departed from Grays Harbor April 23. The "Premier" was owned by the Alaska Packers' Association and was valued at $50,000. The vessel was built at Port Ludlow, Wash., in 1876.

Following the return of F. M. Stark of the Stark-Mason Steamship Company from a trip along the lower coast, the firm has announced its intention of branching out and securing more tonnage to handle the business along the west coast of Mexico. At present the company is operating the steamship "Centralia," and this does not provide for enough sailings to handle the increasing volume of business. Mason said that the company is now on the lookout for one or more new vessels and will make purchases if the right sort of tonnage is offered at the right price. Recently there has been a decided improvement in the lower coast business, owing to the fact that more normal conditions in Mexico now permit many of those formerly working mining and other concerns to operate. Stark reported upon his return that the company could secure enough business to keep three "Centralias" in operation.

The Luckenbach Steamship Company is making extensive arrangements to install a larger fleet in the service between the Atlantic and San Francisco than was used before the war, according to information received during the week. A. P. Hammond, San Francisco manager, is now in New York discussing the new plan, and he is expected to return within another week. That the Luckenbach company is confident that there will be a vast increase in the steamship business was noted a few weeks ago, when Hammond shifted the offices in the Merchants' Exchange building from the old quarters to a new suite of offices, which are twice as big as those formerly occupied. Hammond was one of the first of the local steamship men to secure ships from the Shipping Board, and the company has managed and operated more than a score of the wooden and steel steamers during the last few months.

Captain John Wallace, secretary of the San Francisco Bar Pilots' Association, during the week exhibited the plans for a new pilot-boat which will be submitted to the builders for bids as soon as the expected increase in shipping at the port materializes. The vessel will be christened the "William Denman" in honor of the well-known San Francisco admiralty attorney, and will outclass any of the former pilot craft of San Francisco. It will be provided with equipment as luxurious as many well-known and far-famed private yachts. The vessel will be 110 feet along the water line and will have a beam of 28 feet. It will be of wooden construction, will be ketch-rigged with a single deck. The model will be of the Gloucester bow elliptical transom stern type with a deep hollow keel. The craft will have two masts and will be bald-headed. The engine will be amidships and the engine-room will jut into the wing of the starboard side, leaving the port side free for passage. The forecastle will be big and ample enough to give a lot of room to a crew of eight and another stateroom will be provided for the engineer and boatkeeper. The main saloon, dining-room and sleeping quarters for eight pilots will be luxurious and commodious. The plans and specifications have been prepared by D. W. and R. Z. Dickie, and according to the experts who have seen them provide for a vessel that will eclipse anything ever dreamed of by local mariners.

Rebuilding of the steamer "Callao," one of the first of the ex-German interned steamers to arrive at the Canal Zone from Peru, has been completed. Prior to her departure from the Balboa plant for New York, via the Canal, this vessel underwent a successful trial trip, during which her machinery was operated to maximum capacity. The "Callao," formerly known as the "Sierra Cordoba," of the North German Lloyd Steamship Company, was one of four of the best-equipped passenger vessels of this company, plying between Bremen and Buenos Aires. The vessel is fitted with two triple-expansion, three-cylinder, reciprocating engines, driving twin screws, power being furnished by four marine type Scotch boilers at a working pressure of 200 pounds. The boilers are operated with coal as fuel and are fitted with the Howden forced draft system. The auxiliary machinery consists of the usual pumps, such as feed, bilge and ballast, fire, ash ejector, and sanitary; one Atlas-Werke evaporating and distilling plant, two 60-K. W. D. C. generator sets, one auxiliary condenser, one Vulcan-Werke ash hoist engine, one Clayton system disinfecting machine, and one Atlas-Werke main and one auxiliary steering engine, fitted with a telemotor control gear. When this vessel was towed into Balboa by the dredge "Culebra," which had been dispatched to Peru for this purpose, she was in a very dilapidated and crippled condition, due to her long internment and to destruction wrought by the German crew. Practically no work of repairs had been carried on after Germany's declaration of war, leaving the hull in very poor condition and badly corroded.

In order to eliminate the congestion of travelers in Hawaii, the steamship companies are doing everything possible to persuade tourists from journeying to Honolulu, was announced yesterday. The Matson Navigation Company recently sent hundreds of letters to persons who have booked passages on the steamers of the line, explaining that unless return transportation has been secured it were better to remain away, for every sailing on the company's ships has been booked at Honolulu and Hilo for the remainder of the year, with the exception of any sailings that may be made on the "Wilhelmina," "Maui" and "Matsonia." Relief will be afforded when the big three are returned from transport service on the Atlantic. At present nearly all of the passenger service is being handled to and from the islands by the Matson ships, and the monthly accommodation for each one-way trip is only 200 persons. Formerly the Pacific Mail, T. K. K. and Oceania steamers took care of a lot of travel from Honolulu, but the through passengers on these ships nearly fill all of the accommodations, and it is only occasionally that there is room for an extra to be picked up at Honolulu. The British Government has stopped all passenger travel to and from Europe via the Suez canal, and all must come either to San Francisco or to Victoria. The Empress steamers have been requisitioned to bring British troops to Victoria, and thus there is congestion everywhere. The commandeering of the China Mail liner "Nanking" also adds to the crowding, and the passengers booked to come here on this ship are trying to procure transportation elsewhere.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, MAY 28, 1919.

THE WASHINGTON CONFERENCE.

Under the signature of Vice-Chairman Stevens, the United States Shipping Board has telegraphed the following self-explanatory invitation to the various District organizations of the International Seamen's Union of America:

In accordance with following resolution of Shipping Board, your organization and membership is invited to send representatives to an Ocean Marine Industrial Conference to be held at Washington, D. C., beginning June 4th, ten o'clock.

"Whereas, The successful development of an American Merchant Marine is largely dependent upon the full co-operation of the vessel owners, operators and managers, the seamen and the Government; therefore, be it

"Resolved, That the Shipping Board call a conference at Washington, D. C., to begin on or about June 4th, 1919, between Owners, Operators and Managers of ocean-going and coastwise steamships in the United States, the various Organizations of Seamen and Licensed Officers and interested departments of Shipping Board and other Government departments and agencies, for the purpose of establishing by agreement among the various interested parties suitable agencies for the consideration and adjustment of labor issues and for the promotion of efficiency and industrial harmony in the American Merchant Marine."

The JOURNAL has already dealt editorially with the very question now brought forward by the Shipping Board.

There can be no doubt but that a National joint advisory council of merchant shipping, properly constituted, can be made a splendid agency for the promotion of industrial peace and good will.

As a basis for success, however, it must be clearly and distinctly understood (1) that such a council must necessarily be composed of representatives elected by the existing organizations of shipowners and seamen; (2) that both parties have an equal voice and vote in the deliberations; and (3) that the council must not interfere with, or assume to restrict the freedom of action of either party.

If based upon these premises a National joint advisory council of merchant shipping, or a council under any other name, will in the very nature of things foster co-operation, promote confidence and help to create that joint-responsibility which is so essential to the successful operation of our country's great, new Merchant Marine.

Here's success to the deliberations of the Washington Conference!

A CENTURY'S PROGRESS.

It is surely a remarkable coincidence that man's first genuine attempts to cross the Atlantic, by air route, are being made just one hundred years later than the first steamship voyage over the same turbulent ocean.

Of course, one hundred years pass swiftly when measured by the inventions and improvements that develop transportation. Yet even the seasoned travelers by trans-Atlantic liners of the present day will probably have to be reminded that the A-1 passenger ships were still using sails for auxiliary power as recently as 1880. Indeed, few travelers of any sort, sharing the luxurious accommodations of the most recent type of first-class ocean steamship, can readily appreciate the vast mechanical development illustrated by the modern "liner" as compared with the courageous little steamship "Savannah" which started on her trip from Savannah, Georgia, during May, 1819.

To be sure, the attempt to cross the Atlantic under steam propulsion was not by any means the first ocean trip by a steam vessel, any more than will be the anticipated Atlantic aerial crossing by aircraft. In such experiments pilots and engineers build up their confidence by any number of shorter voyages, until at last the more hazardous attempt becomes the logical next step. Steam had been occupying the attention of inventors and experimenters as a means of propelling vessels from the time of the Potomac River experiments of James Rumsey in 1784, and with Fulton's success on the Hudson River, in 1804, the world witnessed a rapidly expanded river and harbor boat service centering at New York. Steam vessels quickly began the shaping of an extensive commerce on the Hudson; they spread to other rivers farther south, reaching Philadelphia and Trenton. They plowed regular pathways across the bays and sounds along the Atlantic Coast.

Then, by degrees, steam vessels forced their way into deeper waters, until it could hardly have failed to be the inspiration whereby some bolder spirit would wish to start forthright to cross the ocean. Captain Stevens Rogers in the "Savannah" finally essayed the role. His craft was a three masted, square rigger, with a single funnel, and paddle wheels amidships. Her paddles were so designed that they could be unshipped whenever the weather should prove unfavorable. On this trip out the "Savannah" was able to use her paddles during eighteen days out of the total of twenty-six occupied in the voyage to Liverpool. At any rate, this is the printed record. But it may as well be admitted that there is, as usual in the case of early steam vessels, a considerable variation in the accounts of the "Savannah's" achievement. Some say she made her trip in twenty-five days, others give it as twenty-nine. One account relates that she had to fall back on her sails for the latter part of her voyage because, after about twelve days out, the engine had consumed all the coal that could be carried, even though the entire cargo space had been requisitioned for this fuel.

This much for the "Savannah" as the trans-Atlantic pioneer of steam. She drops out of the ordinary record, practically with this voyage. Thereafter, only desultory steam crossings were made until 1838, when regular trans-Atlantic service commenced with the steamers "Sirius" and "Great Western." These ships were able to make the trip in from fifteen to eighteen days, without carrying much sail; but the public did not seem to appreciate such "rapid" service, so the "Sirius" was withdrawn after a few trips, and, while the "Great Western" continued in operation, she was an item of expense rather than profit to the company that owned her. It was not until 1839, when an enterprising gentleman from Halifax, Nova Scotia, Samuel Cunard by name, made regular trans-Atlantic service by steamships a recognized success, financially and otherwise. And now the question to be is this: Who will make the trans-Atlantic air-line a commercial success?

FURUSETH'S REPORT.

Pursuant to the announcement made in last week's JOURNAL a mass meeting of all the maritime unions in San Francisco was held on the evening of the 21st inst. in the meeting hall of the Sailors' Union of the Pacific at 59 Clay Street. Comrade P. Flynn, Secretary of the Marine Firemen, Oilers and Watertenders of the Pacific, did the honors of the occasion as presiding officer.

After a few brief prefatory remarks with reference to the object of the meeting the chairman introduced the speaker of the evening, Andrew Furuseth, President of the International Seamen's Union of America.

Furuseth related at some length his observations and experiences met with on his recent visit to Europe in the interests of the organized seamen of America. As most of what he told his hearers is contained in his reports, as published in this and previous issues of the JOURNAL, it will only be necessary here to take note of a few incidental phases of his journey which are of rather more than passing concern to seamen.

Speaking of how the Seamen's Act was viewed by Europeans he said that the seamen over there apparently did not understand it very well, but were nevertheless well disposed toward it. Government officials and shipowners, especially the latter, were, however, frankly hostile to the Act. Their economic bias made it impossible for them to view it in any other light. Wages for seamen in all departments had soared to unheard of levels, and were likely to remain at the new levels thanks to the operation of the American Seamen's Act. In fact, European seamen's wages, with a few unimportant exceptions, were on an average as high as those received by American seamen. Thus is sustained the contention of those who have claimed all along that the working of the Act would tend to equalize the cost of operation as between American and foreign ships. And this is the fly in their ointment which has so upset the usual tranquillity of the worthy European shipowners. They believe in competition, of course; but only when all advantages are on their side.

One thing rather surprised Furuseth. Wherever he went in Europe he invariably found that the government officials and the shipowners had information of American court decisions in cases involving the Seamen's Act long before he himself received such information. This, he pointed out,

showed how seriously the Act was regarded over there.

The speaker also told of the difficulties of traveling in Europe. Without a passport it is practically impossible to move about freely, or journey from one country to another. And passports are exceedingly hard to obtain. Hence, outside of England and France, Norway was the only country he had been able to visit. He had great hopes, however, of the cooperation of Scandinavian seamen, as they are well organized, and seemingly determined to have the more beneficial features of our Seamen's Act incorporated into their own laws. He also found the government officials there less hostile to our cause than in most other places.

In commenting on the outlook for the future of the European workers he was inclined to be pessimistic. He likened conditions there to a prairie fire fanned by a strong wind, the wind of general discontent among the masses. The great need of the workers, he said, was leaders with vision and the courage to demand and exact justice. There may be such leaders in the making. But if so, their influence as yet is nil.

Referring to the proposed organization at Washington, D. C., under Government auspices, of a "maritime board" to deal with all questions affecting the relations between shipowners and seamen, Furuseth felt that such a board may be a good thing for seamen, and again it may not. He didn't know which, and therefore thought it was up to us to find out.

The meeting was well attended. That the audience was interested in the subjects discussed was shown by the many requests addressed to the speaker for information, and elucidation of points brought out by him. Proceedings came to a close with a stirring appeal from Chairman Flynn for harmony and closer cooperation among the various organizations represented in the meeting, both officers and men.

The many friends and well-wishers of Comrade Furuseth will no doubt be glad to learn that he has returned from abroad in much better health than when he set out on his journey. From present appearances he will yet be spared to work for many years to come for the cause to which he has rendered such signal service in the past.

When, during the war, the United States requisitioned certain Dutch merchant vessels a few publicists waxed rather hot over this alleged injustice to a neutral nation. Now it seems that worse things might have happened. The annual report of the Holland-America Line for 1918 shows a net profit, including the balance from the preceding year of Fl.20.924,821 ($8,369,600), The money received from the U. S. Government for charter hire of vessels forms the largest item. This bountiful harvest enabled the directors to write off Fl.5,310,594, to pay to the employees' pension fund Fl.100,000, to transfer to reserve fund Fl.3,200,000, to reserve for building purposes Fl.2,500,000, and to transfer to extra reserve fund Fl.1,500,000, and last, but not least, to declare a dividend of 40 per cent. Who would not be perfectly happy under like circumstances?

The man who questions the continued growth and success of the labor movement pays a very small compliment to the potentialities of human nature.

COURTS ASSAIL UNION TREASURY.

Coronado Coal Company Is Awarded $600,000 in Damages From United Mine Workers of America.

The United Mine Workers of America will appeal to the United States Supreme Court in the suit brought against the miners by the Coronado Coal Company, in which a decision has just been rendered by the United States Circuit Court affirming the decision of the United States District Court at Fort Smith, Ark.

The original verdict against the miners in this suit was for damages of $200,000, which, when trebled under the law, amounted to $600,000.

Determination of the miners to appeal was announced by William Green, Secretary of the United Mine Workers, who is in New York to attend a meeting of the Executive Council of the American Federation of Labor.

Secretary Green's statement follows:

"The United States Circuit Court has decided against the United Mine Workers by affirming the decision rendered against the organization in the Coronado Coal Company case by the District Federal Court at Fort Smith, Ark.

"Officers of the United Mine Workers have instructed their attorneys to appeal this case to the United States Supreme Court. They advise us they have forty days in which to perfect an appeal.

"We propose to fight this case to the end and through the court of last resort.

"This decision affects the existence of every labor organization in America. The issue involved is so vital that a decision must be sought from the highest court to which we can appeal. Everything will be done that can be done to win this case."

The history of the Coronado Coal Company's suit against the United Mine Workers of America is told in detail in the report of the Executive Council to the American Federation of Labor convention in St. Paul. Dealing with that suit, the Executive Council of the Federation said:

Suit Charging Conspiracy.

"A. S. Dowd, receiver for nine coal corporations, brought action against the United Mine Workers of America, July 25, 1914, charging that the organization since 1898 had been in a gigantic conspiracy with union operators to interfere with the production and commerce of the corporations that followed a non-union policy by means of strikes and attendant violence.

"The case grew out of a local strike of the Arkansas miners. The Bache-Denman Coal Company alleged that they were damaged by reason of the strike and that the officers and members of the United Mine Workers of America conspired to prevent the operation of their mines and the shipment of their coal in interstate commerce. A demurrer was sustained to this complaint by the Federal Judge of the District Court. An appeal was made to the Circuit Court of Appeals, but that court held that the complaint was good and remanded it for trial. In its opinion, the Circuit Court took the position that a labor union, although unincorporated, could be sued in its union name. This opinion of the judge is without precedent. We reported this decision to the 1916 Convention.

"The trial took place before Judge Elliott. After the jury had been out about forty-eight hours they were called before the court and instructed by the judge:

Charge By Judge.

"'Now, gentlemen of the jury, this is a pretty serious situation, and I want to say to you that the court has no thought at all of discharging you. You were sworn upon your oaths to do your duty as jurors. In the opinion of the court there is no reason on earth why reasonable men, with due regard for right, and each having due respect and consideration for the other's opinion, should not arrive at a conclusion in this case. What would be a fortune to either of you or I has already been spent, and a failure to render justice in this and others is what brings the courts into contempt.

"'I say this to you that you may understand the seriousness of your situation. The facts in this case have got to be found by a jury. Another jury will have no better opportunity of knowing what these facts are or be in any better position to determine these facts than you, and it is your duty as jurors under your oaths to get together and return a verdict.

"'Now the Federal Courts recognize the right of this court under these circumstances to say what this court believes in relation to the facts in this case, and you are advised that this court is of the opinion that the facts in this case justify you in the conclusion, overwhelmingly, that it was the policy and therefore the agreement for years of this national organization to prevent mining of non-union coal for the unlawful purposes named in this complaint that it might not come into competition with union-mined coal; that there is no question in this

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., May 26, 1919.
Regular weekly meeting came to order at 7 p. m., P. B. Gill presiding. Secretary reported shipping good; men scarce. Full Shipwreck Benefit awarded to five members of the crew of the schooner "William Olsen."
John H. Tennison and P. B. Gill were elected to represent the Union at the Washington conference called by the Shipping Board.
JOHN H. TENNISON, Secretary.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., May 26, 1919.
No meeting; shipping slow; members scarce
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., May 26, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 26, 1919.
Shipping fair; few members ashore.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, May 26, 1919.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, May 26, 1919.
Shipping fair.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, May 26, 1919.
Shipping rushing; men scarce.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, May 26, 1919.
Shipping very good.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 19, 1919.
Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 22, 1919.
The regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping improving. It was decided to send one delegate to the coming Ocean Marine Industrial conference to be held in Washington, D. C., on June 4th.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, May 15, 1919.
Shipping medium.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone 2233.

San Pedro Agency, May 15, 1919.
No meeting Shipping good; no members ashore.
JOE MACK, Agent.
No 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

John Miller, No 2578, a native of Denmark, age 33. Died at Los Angeles, Cal., June 6th, 1918.

The steamer "City of Eureka" has completed her trial trip on the Columbia river, fulfilling expectations of the builders of getting into action just thirty-seven and one-half days after her keel was laid.

The new steamer "Meriden," a 3800-ton vessel, was launched during the week from the shipyard of the Albina Engine and Machine Works at Portland. She is the seventeenth hull launched from the yard.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Organized labor in the railroad industry has vetoed the return of the properties to private management. It proposes, before the new Congress shall begin to make itself ridiculous in this direction, to convince even Congress that it is too late to turn them back on any terms that will be satisfactory to the stockholders or the officials of the railroad companies.

Glenn E. Plumb, chief attorney for the independent railway brotherhoods and for the Railway Employes' Department of the A. F. of L., is authority for the announcement that neither the Underwood bill nor the Watson bill can be passed and enforced, because either bill, if passed, will lead to a strike.

These bills provide that the railroad properties shall go back to the private owners with a guaranteed net income upon the "property investment accounts" of the companies. In the Underwood bill this is 6 per cent., and in the Watson bill it is 6½ per cent. These "property investment accounts" are the private companies' own claim as to the value of the property. They represent all the wind and all the water and all the robbery that is embalmed in the stock and bond issues of all the railroads. The total is about nineteen billions of dollars.

If Congress adopts the Watson bill, which is the one drawn by the Warfield association of stock and bond holders, this huge bulk of wind and water and robbery is guaranteed by the Government, and the consumers of food and fuel and clothing in this country will have to pay $535,000,000 more next year, in higher freight and passenger rates, than they are paying this year. The Underwood bill means an additional tax upon our family incomes of $440,000,000 a year. Of course that is an indirect method of reducing wages, because it adds to the cost of living. If either of these bills is enacted, the 2,000,000 railroad workers will promptly call for another wage increase. Plumb says that that will be absolutely necessary, because they are now just keeping up with the higher prices of the necessaries of plain living.

But Congress may think that instead of raising our freight and passenger rates the necessary 15 per cent. to pay the private stockholders their dividends on the wind and water and robbery, they will get the money by cutting wages.

"If wages are cut," says Plumb, "there will be a strike that will paralyze the industrial life of the country. To make up the $535,000,000 additional revenue that the Watson bill provides, wages would have to be reduced about 40 per cent. Resistance to such a cut would be inevitable. Indeed, resistance must be expected to any reduction in railroad wages, whether it be direct or indirect reduction."

Henry Sterling, legislative agent of the American Federation of Labor, calls to my notice the fact that, according to records carefully compiled by the Labor Division of the Massachusetts State Bureau of Statistics, the average income of all workers in the mills and factories of that State in 1917 was only $759. That measures the standard of living which was possible to the wage workers of Massachusetts at the height of the prosperous period up to the year 1918. While railroad employes are not included, it is notorious that railroad employes in Massachusetts did not average a higher rate of pay, in 1917, than the workers in the other industries. The number receiving very low wages was many times as great as the number who were reasonably well paid.

"This average income of $759 for Massachusetts is a shade higher than the average throughout the United States for 1917," said Sterling, to-day. "It is higher than the average for New Jersey, or for Pennsylvania, or for other industrial regions, with the exception of New York City and a few of the newer developed and organized places. Massachusetts labor is well organized, as is indicated by the fact that the 1,112 unions, out of a total of 1,450 or more, reporting on unemployment to the State Bureau last December, gave their membership as 221,000. The State has a population of 3,000,000 odd.

"This average income, then, represents very fairly the income of American labor for 1917. We all know how the cost of living was then mounting up."

Sterling hopes to see the Atlantic City convention recognize the land question and the money question as the two fundamental issues to be settled in order that industrial democracy may be attained. He thinks Secretary Lane's land scheme for returned soldiers is a step in the right direction, but that the action of the North Dakota Legislature in un-taxing the improvements upon land is still more important. New Zealand, he finds, has gone farther toward solving the land question than has any other Anglo-Saxon country.

"From 1896 to 1911 the cost of living in New Zealand increased only 8 per cent., while here it has increased 54 per cent.," he said. "Yet at the same time, wages of men in New Zealand increased 40 per cent., and wages of women and children 70 per cent. They were able to do it and still control the cost of living, because they solved the control of land."

Tom Flaherty of the Postal Employes, who is trying to get a living wage for the victims of Burlesonism, has received from Otto H. Kahn, the New York banker, a heart-rending appeal for lower taxation of the income of millionaires!

How would the average Massachusetts mill worker with his $800 or so for an annual income, or the postal clerk with his pinched salary, like to be in the terrible fix described by Banker Kahn as follows:

"Let us take the case of a man whose income is $500,000. The average Federal Income Tax on this for 1919 is $323,000, leaving $177,000. From this remainder must be deducted state and municipal imports of various kinds. There must also be taken into account contributions to charities and to other undertakings for the public good, which contributions to all intents and purposes amount to a tax, in the case of every right-minded man, even though a voluntary tax. It may then be taken, that out of $500,000 income there is left only $100,000 to $150,000 for a man to defray his own and his family's expenses and to meet the demands of his business, or otherwise to save and invest."

Wouldn't that be tragic?

Mr. Kahn also wants us to give back the railroads to the stockholders, with that government gift of the right to lower wages and raise the cost of living, contained in the Underwood and Watson bills.

Among the men who have been driven into the organized labor movement during the present year, due to their inability to maintain their previous standard of living at their old salaries, are the scientists employed in government departments here. Men with university degrees, many of them authors of scientific books, or discoverers of valuable methods of treating raw materials—these men have formed a new local of the National Federation of Federal Employes, with 500 members signing the charter roll.

Dr. Rodney H. True of the Bureau of Plant Industry is president and Dr. P. G. Agnew of the Bureau of Standards is secretary of this organization of scientists under the American Federation of Labor. They frankly declare that trade unionism is the only road to dignified and effective dealings with the boss, which is Congress, on questions of salary and the conditions of their work. The Federation of Federal Employes has been in the field for three years; in that time it has secured more concessions from Congress than all the private and political "pull" secured in a generation.

To-day the Federal Employes' locals in the national capital have about 25,000 members. The past year has witnessed the formation of the local union of railway clerks, also, with 3000 members, and the rise of the unions of high school and grade school teachers. The city of Washington has now almost 100,000 trade union members—putting it upon the map of the labor movement to stay.

These 100,000 members of the labor movement have endorsed Miss Alice Deal, president of the High School Teachers' Union, as their candidate for member of the Board of Education, which is appointed by the District Supreme Court judges. Miss Deal is the labor official who made a local and national issue of the action of the reactionary board, some months ago, in fining a teacher a week's salary before warning her against doing the thing for which she was fined. And the offense she committed was a failure to agree with the opinions held by some of the board (unknown to her at the time) as to whether a Bolshevik is a Nihilist. This high-handed denial of the right of an employe to draw her pay, quite apart from the attempt to suppress private opinion, has aroused the labor unions here to make a finish fight on this Board of Education. If the judges fail to select Miss Deal for the place which will soon be vacant on the board, there will be further developments worth printing.

Even the school janitors have taken warning, and have organized under the A. F. of L.

Malays live in their houses until they collapse from old age, and then build new ones. Usually one finds around the house various kinds of fruit trees, especially the cocoanut, the nuts from which are generally gathered by trained monkeys. These monkeys have a short tail, about an inch long, and are unusually intelligent. When a cocoanut is wanted the monkey is sent up the tree and he will there select any particular nut that his master tells him, from perhaps a bunch of twenty. It is quite common to hear a conversation between monkey and master.

Demand the union label.

THE MINIMUM NEED.

(By W. B. Rubin.)

The principles of minimum wage and maximum profit are economically necessary in our present industrial system, for the time being, at least, regardless of what other views we may hold as to their philosophical soundness.

If, however, you merely fix a minimum wage and not a maximum profit, you only raise the evil which you seek to remedy to a higher level, and it makes very little difference to the stomach whether one is hungry at the base or the summit of the mountain of life's struggles.

If a minimum wage is to be fixed,—and that can only be done by legislation, provided it is constitutional,—if such legislation earnestly seeks to remedy all the evils that ensue from inadequate pay, then the legislature must fix a maximum profit as well, thereby creating a standard below which no wage shall be paid and no greater profit shall be charged, so that the minimum pay will always be sufficient for the purchasing power necessary to a fair living. But if you create a minimum wage and do not create a maximum profit, and sometimes even when you fix a maximum profit, you nevertheless make for an unnatural situation because what may be an adequate minimum wage or reasonable profit to-day, after the adjournment of the legislature may prove to be vastly different.

If we are to have a minimum wage and a maximum profit as an expediency of the times, bottoming it on that premise, then the legislature ought to delegate its power to a commission, not only with rights and duties to collate evidence as to what would constitute minimum wage and maximum profit within a given period, but with the express power to shift and change the two so as to adjust the wage to the profit and the two to the situation at hand.

These things are fundamental:

1. Man desires to live.

2. Man desires to live decently.

3. What constitutes a decent living must be compatible with the American conception of a decent living, which includes,—

a. A fairly comfortable home.

b. Fairly comfortable clothing.

c. An adequate quantity of food of the proper quality.

d. An ample opportunity for recreation.

e. All the reasonable incidentals that a to d both inclusive carry with them to their proper consummation.

In the desire to live are found the natural animal instincts,—all the hopes the human mind is capable of generating and the heart of holding.

The ability to provide for a decent living measures the American standard of living. Hence the corollary,—to live decently, one must have sufficient earning capacity to acquire a decent living.

Therefore, while a wage of One Hundred Dollars per month to-day may be ample to provide for a decent living,—such as the great average of Americans will declare a decent living,—it may not be so a month hence when the increased cost of living has out-distanced the raise in wage.

There can be no such thing as a fixed wage,—not even a fixed minimum wage, for that depends not upon the old theory of supply and demand, but upon organized supply versus organized demand. But one thing can be fixed beyond equivocation, beyond debate, and that is the minimum need that every person must have to supply his normal physical, moral, and social desires, that he may live a normal life, and that the state may have the benefits of such normal life.

Therefore, the thing for the legislature to do is not to dabble with minimum wage, doubtful in its constitutionality, doubtful in its philosophy, doubtful in its workings, doubtful in its results, but to standardize the minimum need of so much housing per person, so much clothing, so much food, so much entertainment, and so forth, under the broad police powers, where the constitution finds refuge from successful attack, and it is not merely a suggestion, a legal camouflage from court attack, but an appeal as rational as true. Then it will matter little how life's market fluctuates in profits and losses, for if the wage shall be gauged by the minimum need, then the evil sought to be remedied shall have been fully reached, and those who gamble in the necessities of life will be met at every increment of profit with a corresponding increment of wage, at all times ample to satisfy the minimum need of man.

THE SEAMEN'S ACT.

(From the Springfield, Mass., Republican.)

The last protocol of the draft convention to govern the world's labor, adopted by the peace conference, provides that none of the high contracting parties shall be asked or required to "diminish the protection afforded by its existing legislation to the workers concerned." Specially in the minds of the framers of the convention was the American Seamen's Act of four years ago, which is believed to be slated for attack at the next session of Congress. Some government figures that have just been issued are well calculated to meet such an attack, demonstrating that while benefiting the sea labor of the world, the act has been and is to the distinct advantage of American commerce.

A vital point of the act is its protection of the foreign sailor in his right to leave his ship at an American port, and to receive from his employers one-half of the wages that have been earned. The president of the International Seamen's Union, Andrew Furuseth, who worked for twenty years for the passage of the law by the American Congress, maintained that its effect would be toward equalizing the pay of sailors of countries carrying on commerce with the United States. That this prophecy was sound is strikingly demonstrated by the report of the shipping board's marine and dock industrial relations division, which has been under the direction during the war of former Governor Bass of New Hampshire. Wages of British seamen and firemen ranged in 1911 from $20 to $25 a month, while American wages were from $30 to $50. The American rate for both seamen and firemen had by the end of 1918 reached $75. With foreign sailors free to seek employment at these wages foreign ships were faced with the alternative of raising wages or losing their crews.

An examination of the articles of twenty-one British ships clearing from New York last December showed that seven had hired all or part of their crews in New York and all but one were paying the American rate of $75 a month. The other fourteen were paying their British crews a bonus in each case of $15 a month, bringing their actual pay to $72.50 for seamen and $75 for firemen. Each of eight Norwegian ships, four of six Danish ships and three of four Swedish ships paid the American rate in dollars, while the remaining Scandinavian vessels paid bonuses of from 120 to 140 per cent. in addition to the low national scale of about $21.

This glimpse of the foreign records indicates a rapid passing of the time when the foreign merchantmen could underbid American vessels as carriers. The tables of wages show not only an actual steady increase in pay of American sailors, but an increase relative to the cost of living. The service has become attractive to a higher quality of labor. Governor Bass's board also demonstrates that compared with conditions before the war the cost of operation of American ships is less than that of their foreign competitors. The United States clearly has everything to gain and nothing to lose by continuing the law that sets the pace for the merchant navies of the world.

The waters surrounding the Hawaiian Islands outside of the coral reefs, which make beach bathing safe, are infested with enormous sharks to such an extent that a Japanese expert in fishery has organized a comprehensive plan of shark hunting for the oil and skins.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

self-preservation and upon its desire for the preservation of society upon its present foundations of reason and sanity.

"There is nothing that savors of unreasonableness in its stipulations, or in any other clause in the proposed bill of rights for the vast mass of the peoples of all countries.

"It is peculiarly fitting, too, that these pledges and declarations should be made a part of the treaty of peace.

"This war has been fought and won primarily to liberate man—to liberate him from the horror and the menace of invasion; to vindicate his freedom, his sovereignty and the integrity of his home and his soul.

"It would have been a grave act of omission if in the definition of the new and juster foundations of the new order of the world the rights of nine-tenths of its population—its workers—had found no affirmation.

"The eight-hour law, the prohibition of child labor, a reasonable living wage—all these declarations are expressions of the new brotherhood of man, the new realization of the right of peoples to govern their own lives and to work out their own des tinies.

"Labor has a right to specific inclusion in this new brotherhood, this new guarantee of the freedom of self-determination and self-development.

"The world could not, in this unprecedented period of righting of wrongs, have denied to its working people—the foundation of its power and its happiness—the guarantees to which they are plainly entitled."

"Baby Aristocracy Means Chance to Live.

The Children's Bureau of the United States Department of Labor has created an "aristocratic" class for babies, and is battling to put every babe in this exclusive set.

To be a member of the "aristocracy" a baby must meet these requirements: The father must earn a fair wage; the mother must not have been gainfully employed either during the year before or the year after the baby's birth; the mother must at least have fair medical care when the baby is born; both father and mother must be able to read and write; the house the baby lives in must be well ventilated, clean, sanitary and not overcrowded.

After a study of 25,000 cases the children's bureau reports that these five conditions are absolutely necessary for a baby to secure entrance into the "artistocracy" class.

In a study of Brockton (Mass.) babies, the bureau says that only 205 of the 1210 babies born alive in that city during the year could meet the "aristocratic" requirements. Fifty-five per cent. of these babies were barred from the "aristocracy" because their fathers' earnings were less than the standard established.

A number of babies were unable to qualify because their mothers could not read and write. The report points out that invaluable sources of information on the care of the baby are closed to the illiterate mother. The greatest mortality was found among the babies who live in the most congested homes, although Brockton, it is stated, has no acute housing problem. The report recommends the passage of laws that will make overcrowding impossible.

No General Increase.

If the workers could subsist on butter and eggs they would now be enjoying a substantial decrease in food cost. The weather has affected these commodities, and their decreased prices for February 15, 1919, as compared with January 15, 1919, according to the United States Bureau of Labor Statistics, was as follows: Fresh eggs, 33 per cent.; storage eggs, 22 per cent.; butter, 19 per cent.

During the same period 11 articles increased in price, ranging from less than five-tenths of 1 per cent. for sirloin steak to 5 per cent. in the price of onions, cabbage and coffee. There was no price change in rib roast, plate beef, bread and corn flakes.

Because of the slump in butter and eggs a total decrease of 7 per cent. for the month is recorded, when in fact, other of the score of food commodities have either remained stationary or been advanced.

In February, 1919, the cost of all articles of food combined was 7 per cent, higher than in February, 1918. Round steak, chuck roast and plate beef each increased, per pound, 24 per cent.; sirloin steak, chuck roast and prunes, 23 per cent.; rice, 21 per cent., and coffee, 20 per cent. Navy beans decreased 24 per cent., and strictly fresh eggs, 17 per cent.

Can't Examine Men to Break Unions.

Physical examination of workers cannot be used to break up unions, declares Ethelbert Stewart, director of the investigation and inspection service of the United States Department of Labor.

"Many of our large corporations have a medical examination of employes," he said. "Sometimes it is all right; more often it is not. Very often these medical examinations are made with the man's questionnaire in front of the doctor; in other words, it is simply a blacklisting proposition. If a man has ever had any sympathy with a trade union, that fellow is not able to do the work; he has something the matter with his heart. There is a feeling among the workmen of the United States that that thing is being used by the company doctors to blacklist trade unionists. In a great many instances they are wrong, but they are right in enough cases to make them mighty chary of the whole proposition. The use of the company physician for examination has been so abused and is so capable of abuses—in some instances it is so infernally rotten—that no help for medical or physical examination by privately paid company or corporation doctors can be secured; in fact, it will be fought from start to finish.

"I believe that every one will agree with me that the place in which any man or woman works is society's business, absolutely; but when society undertakes to regulate that, and puts the regulation into the hands of men who use that power to accomplish an entirely different purpose, a protest is going up from this country that will stir things up a little."

COURTS ASSAIL UNION TREASURY

(Continued from Page 7.)

court's mind but that that strike was ordered down there for that purpose to prevent the mining of non-union coal in these plaintiffs' mines; that the strike was called by those who were the instrumentality of the greater organization, the general organization, the defendants, and that their act was its act, and that they put into motion the force that destroyed this property, and that that force was put ino motion for the purpose of preventing the mining that coal, the shipping of that coal, the running of these mines.

Would Not Have Been Trouble.

"'Why, this court has not a thought that there would ever have been any trouble there if it had not been for the prevention of the mining of non-union coal. Now, that is the judgment of this court and if it were my duty to decide it I would decide it here. Now you are not bound by my opinion. I have a right to give you my judgment, however, you are the sole and exclusive judges of the facts and it is for you to determine these issues of fact independent of my judgment, and this court believes you ought to determine it and under your oaths as jurors agree upon a verdict.'"

The jury of the Federal District Court at Fort Smith, Ark., rendered a verdict of $200,000 damages against the United Mine Workers of America. Under the provision of the Sherman anti-trust law this amount was automatically trebled.

The United Mine Workers' officers appealed to the Federal Circuit Court of Appeals from the verdict of the District Court. The court required an appeal bond amounting to $800,000. This requirement was met, and it is the decision of this court from which appeal is now to be taken.

CONCRETE FREIGHT CAR.

A gondola freight car with a body made entirely of reinforced concrete, shown in the May Popular Mechanics Magazine, is now in actual railway service. The finished car, first of its kind, was ceremoniously delivered by its designers to the Illinois Central Railroad on March 17. It was immediately started on a trial trip over the system, and for thirty days will encounter all the normal uses and abuses of the hard-working gondola-type car. At the end of that period it will be turned over to the United States Railroad Administration, which will thereafter dictate its use and service. While the model now in service has a solid body for the sake of simplicity, the principles of the design indicate ready modification into the dump-car type for subsequent production.

A special, light aggregate, developed by an engineer of Kansas City, Mo., found its first commercial application in the concrete mixture used for this car. The mixture was shot against outside forms by a cement gun inside the frame. The result of this process was a floor and walls unusually thin but very dense. The more bulky crossbeams of the underframe were formed by pouring in the ordinary manner The inside surfaces were left as the cement gun finished them, but the outside walls are quite smooth because of the close cohesion of the forms. Completed, the car weighed about 3600 pounds more than was calculated; subsequent similar models, however, can readily be kept within the bounds of 46,000 to 48,000 pounds, approximating the standard of steel gondolas.

It is well known that rapid cooling of hot metals hardens them. That the opposite is true has recently been demonstrated in striking fashion by the General Electric Company. One of their scientists annealed American ingot iron surrounded by hydrogen gas for three hours at a temperature above 1,600 degrees Fahrenheit. The product was very little harder than the softest copper and can be whittled with a knife.

THE PEACE TREATY.

Senator Johnson has asked the Senate to demand the full text of the treaty of peace prepared at Paris. The Congress and people have before them only a summary of this document. The complete text of the treaty has never been released. Between the published summary and the treaty itself there are said to be wide divergences. At any rate there is a difference of opinion as to how far the summary reproduces the spirit and exact demands of the treaty itself.

This situation is rapidly becoming intolerable. The secrecy which surrounded the making of the treaty has made the principle of "open covenants of peace openly arrived at" a tragic joke.

The Senate should not only have the full text of the treaty immediately, but President Wilson himself should be called upon to give a full and detailed account of everything that went on behind the barred doors of the Paris conference. President Wilson's Paris speech after the treaty had been presented to Germany indicated that he himself recognized that he had been defeated at many points. If this is so, he will welcome an opportunity to tell the nation what he sought to do, wherein he failed and why he failed.

The mass slaughter of millions of young men in this war, the starvation and distress sown broadcast over the earth, certainly demand a full accounting of what has been going on in Paris and how much hope our nation may entertain of any better world order proceeding from the proposed settlement.

The United States gets nothing out of the treaty; it asks nothing. If the old principles of imperialism have been applied for the benefit of England, Japan and the rest and America's only part in such a conclusion is to guarantee with the lives of future generations the security of these nations in such a settlement, then the whole nation should be completely informed so that it can deliberately say whether this is what we fought for and gave our blood and wealth to accomplish.

President Wilson has been the leader of the liberal forces in this crisis of civilization. The world has looked to him for enlightened leadership, for a new deal in diplomacy that would express the will and wishes of the plain peoples of all lands. If the President is to maintain that position he must make a frank accounting to the world that has built its hopes upon him.

That President Wilson has something interesting to say is indicated by the resignation of six members of the American peace commission as a protest against the Paris settlement. These men are members of the staff of experts taken by President Wilson to Paris to assist in advising on details of the treaty.

One of these men gave an interview in London in which he characterized the treaty as a treaty, not of peace, but of war, leaving millions facing an indefinite period of serfdom and despair with no motive except the single idea of revenge. Put it to Americans baldly, he said, will they be parties to the continuation of the pre-war scheme of balance of power, magnified a hundredfold in iniquity?

An appeal, signed by a number of eminent professors and others, including the bishop of Oxford, Arthur Henderson, leader of the labor party in the House of Commons, and H. G. Wells, John Masefield, Lady Gilbert, George G. A. Murray and Jerome K. Jerome, has been published in London urging the reconsideration of the terms of peace on the ground that they belie the spirit of the fourteen points of President Wilson.

Surely the American people whose destiny is now at the cross-roads are entitled to the fullest confidence of President Wilson. The Senate, by all means, should have the full treaty and in addition the full revelation from the President himself of every inside detail of the secret conference at Paris. If we can't have this we had better drop the word democracy.—San Francisco Call.

THE NEW BOGEY.

The capitalistic press has discovered a new bogey, or scarecrow, or terror, or horror, or what you choose to call it.

In the very old days the Labor party was the thing they used to point at and say: "Now, children, run for your lives."

Then they seized on Socialism, and, calling it a tiger, bade the populace to run for safety just as fast as its legs would carry it.

Next along came Disloyalty. It, too, they pointed at, and whispered "Monster!"

Now, when all the old bogeys have been played out, a new one must of necessity be produced to rattle the crockery on the shelves, and to precipitate that essential feeling of fear. And Bolshevism is the one they've decided on.

Naturally enough, they are converting it into a very imposing monster—mainly because they have a few liars at one of the cable-wire, and more fools than are good for us at the other.

But this new monster isn't likely to impress worth tuppence once the aforementioned simpletons realize that it is stuffed with sawdust, and that its fangs were gummed on by somebody who wasn't a dentist.

Eventually it, too, will be played out, and then, of course, another monster will have to be invented.

In the meantime, Labor Unionism, Socialism, and Bolshevism are calmly pursuing their respective ways in various parts of the world, and, for some reason or other, those who know them best apparently fear them the least.—Sydney "Worker."

Fur farming is becoming a very profitable business in several parts of the country, especially in the foothills of the Adirondacks, where a number of skunk and silver black fox farms are in thriving operation. Although it is estimated that 10,000,000 fur-bearing animals are killed each year in North America, the price of furs continues to advance, because of the shortage of the supply, as compared with the always increasing demand, and unless domestication of fur-bearers is continued on a still larger scale the cost of fur clothing must continue to advance.

Demand the Union Label.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
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Telephone Seneca 48.

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MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, Ohio.....821 Summit Street

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MILWAUKEE, Wis.....162 Reed Street
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Labor News

Public school teachers of Houston, Tex., are organizing and will affiliate with the trade union movement. Unions of this calling now exist in Austin, Galveston and Denison, and Dallas and San Antonio teachers are discussing organization.

The Tennessee Legislature has passed a cossack bill, despite opposition by organized labor. The Manufacturers' Association secured the support of the colored people for this sinister measure by claiming that it would prevent lynching.

President R. E. Evans of the Oil Field, Gas Well and Refinery Workers' union reports that eight new unions were organized during April, several of them in California. He also reports that unions are being formed all over the country, especially in Texas and Oklahoma.

Eighty-eight thousand, nine hundred and seventy-two men are being trained in various trades and occupations in the Army according to a report of the War Department. The total includes 71 business trades and occupations. Out of the total receiving special training only 3712 were negroes.

An influx of oriental labor, as predicted by Abraham Bowers, immigration secretary of the Y. M. C. A., in an address before the Illinois State Americanization Committee in Chicago recently, cannot take place, it is stated at the Department of Labor, unless Congress should repeal present restrictive laws.

The validity of the new North Dakota law establishing the eight-hour day for coal miners in that State has been upheld by Judge Charles F. Amidon of the Federal Court. The decision was rendered in denying an application for an injunction filed by a coal mining company to restrain enforcement of the law.

The college started in Boston by the Central Labor Union opened its doors with more than 150 enrolled students. The purpose of the college is to provide higher education for the workers. The students include both sexes and all ages. In one instance a father and daughter sat together. Among the first lessons are: "How to Write English," "Shop Committees and Collective Bargaining," "Masterpieces of Literature," and "The Distribution of Wealth."

Scientific and technical employes of the Government have organized a trade union and affiliated with the National Federation of Federal Employes. Some of these workers favored an independent organization "that would not interfere with their work," but they were outvoted after they failed to indicate how affiliation with the trade union movement would deny them any rights they now have. Trade union advocates showed that if they formed an independent association they would have no influence.

The several thousand locked-out employes of the Porto Rico American Tobacco Company have rejected the company's pension plan as a settlement for the present differences. The plan provided that the company would set aside $100,000 and would add to it five cents a week for each person employed by the company, provided the employes would contribute five cents a week. From this fund it was proposed to pay weekly benefits to all employes on strike until work in the factories could be provided for them.

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Aasgaard, Andrew
Aeis, John
Aase, Prof. R.
Abearn, P.
Ackerstrom, P. R.
Akesen, A. R.
Alexio, Hakan
Alexanderson, C.
Aimer, Robert
Alton, Nestor
Andersen, Andrew
Andersen, Ferdinand
Andersen, John, N.
Anderson, Karl A.
Anderson, A. S.
Anderson, Olaf.
Anderson, F. V.
Anderson, Julius
Anderson, Alfred
Anderson, Adolf
Andrewsen, Andrew
Anderson, Olaf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Bach, Lars
Bendixen, Cooper
Berg, William
Berglin, G.
Bergiund, Iver
Bergquist, Axel
Bloomgren, Adolf
Bjorkstrom, Arthur
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Borgen, Arne
Borshain, Andy
Boston, T. R.
Brandt, Otto
Bratt, F. W.
Bretson, Joe
Brogard, N. L.
Brown, Joseph
Brund, Nils
Burns, Charley
Bye, D.
Camino, C. C.
Cane, John
Carlsen, Louie
Carlsen, Oscar
Carlsen, Gunnar
Carlson, Magnus
Carlson, Erick
Carruthers, M.
Carstensen, C.
Caspersen, Carl
Chester, Elias
Christensen, Oscar
Christoffersen, B.
Christensen, Kristoffer
Cortes, P.
Conradsen, Julius
Cormstedt, Oscar
Clausen, Christ
Dahl, Pete
Dane, E. R.
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Joseph J.
Detmansen, Ditman
Dehler, Fred
Douglas, Walter
Draebeck
Drage, John
Dreyer, Trygve
Duveland Carl
Dutton, Henry
Dunn, Geo.
Dvlevik, O. M.
Edston, Frank
Ekendahl, Walter
Ekstrom, George
Ellingsen Erling
Elling, Alfred
Ellegaard, W.
Elisen, Sam
Engberg, Oscar
Ericksen, Otto
Erickson, Eric
Erickson, John
Esch, Joe
Eugerstedt, O.
Fiedie J. A.
Fitzsimmons Thos.
Fitzgerald, R.
Fernquist, C. W.
Flemming, W.
Franson
Frevfell, W.
Gabrielsen, Peder
Gallagher, Thos.
Gittler, Karl
Glaser
Gran, Aksel
Granroos, Elbin
Gullfelt, Anker
Gustafson Oscar
Hansen, Olaf J.
Hansen, Jorgen
Hansen, G. Edgar
Hansen, Peter
Hattners, Magnus
Hardy, W.
Harwood, Paul
Harrington, Quinn
Heger Clarence
Helander Chas.
Helmer, Fred
Helvik, Fred
Hendriksen, Robert
Herlitz, Ivar
Hetvik, Fred
Heven, H.
Hilliard
Hilliard, C. B
Holmquist, Einar
R.
Holmquist, J.
Holst, Herman
Holst, Herman
Holmstrom, Harry
Hoolbrook, Jack
Hope, Martin
Howard Geo.
Hvid, Hans
Janzen, Emil
Jensen, Henry
Jensen James
Joe, Mr.
Johansen, C.
Johanson, Carl
Johanson, Erik
Johanson, J.
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Johnsen, Angell
Johnsen, Carl R.
Johnsen, Halvor
Johnsen, Alexander
Johnson, Peter M.
Johnson, Ernest
Jonas, A. H.
Jorgeson Fredrick
Jorgensen, Aksel N.
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Ingebritsen, Olof
Iversen, Ole
Karlsen, Oscar
Karlsen, A.
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Karlson, Ingvald
Karlstrand, Gus
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Kelly D.
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Klunteberg S.
Koppen, Oluf
Kofoed, Geo
Kruger, Johan
Kristiansen, A.
Kristensen, John
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Larson, G.
Lee, Christ A.
Lee, Lauritz
Lee, J.
Lersten
Levine, Ben
Levi, Theodore
Licht, Peter
Lindholm, B.
Lindroos, Oscar A.
Lokly, B. J.
Loken, Carl
Lund, E.
Lundgren, Carl
Lurvaag, H. J.
Lutzen, Valter
Lux, Chas. F.
Magnusson, L.
Maher, Thomas
Maitland
Mangsted J
Malone, Bart
Martindale, Jack
McCoy, James
Mcdonald, Wm.
McGovern, R.
McGregor, J.
McGuire, J.
McLeod, Angus
McPherson James
Mehlum, M. L.
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Miller, A
Moline, August
Morrison, William
Mortensen, J. R.
Moyer, F. H.
Muir, James
Myammos, Johan
Naero, H.
Nazel, Adolf
Nelsen, Herman
Nelson, Axel
Nelson, Emil
Nielsen, Christian
Nilsen, Oscar
Nilsen, Andreas
Nilson, John
Nilson, Svon
Nilsson Nils H.
Ness, L.
Newman, John
Nolan James
Nordberg
Norberg, A. A. E.
Nord, C. W.
O'Connell, J.
Olsen, Herman
Olsen, Albert
Oliver, James
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D
Olsen, Carl
Olson, Hjalmar
Olsen, Geo.
Olson, Ben
Olson, Joseph
Olson, John
Orling, Gust
Overland, Oscar
Overturf, J. C.
Pearson, Johan
Pedersen, Karl
Pedersen, P.
Petterson, A. K.
Petterson Herman
Platiko, N.
Punis Anthony
Quandt, A.
Rasmussen, Chr.
Reed
Ring, Walfrid
Romahl, Olaf A.
Roon Oscar
Rudvig, H.
Rube, Hans
Runnquist, Gust
Rydquist, Carl H.
Rylander, Rudolf
Sassa, Hjalmar
Sabones, T.
Samuelsen, Edward N.
Schwarsien, Wilhelm
Schyrsler, C.
Scon, Arthur
Selen, Guslaf
Simmons, J.
Sodwich, Benj
Sorensen, Andrew
Sorensen, George F.
Sorger, Eddie
Strand, Charles
Staff, Charles
Sears, Guy Loren
Swanson, Charles J.
Swanson, Rasmus
Swanson, Will
Taevig
Taft, Pete
Tarko
Thorsen, Forger
Thompson, Peder
Thomas, J. E.
Thymnes, Oscar
Tobiassen, Tobias
Tolueon, T.
Tornquist, Henry
Torwik, John S.
Tovra Adolf
Trane, Kudri Miro
Traverson, Louis
Tuomien, John
Turrock, Joe
Waldham, Chester
Walgren John F.
Wall, William
Walters, Alfred
Ware, Tom
Warjo, K.
Ween, P.
Welch, Patrick
Weld, Lynne A.
Wick, John
Wilkeson, Dave
Wille, Louie
Wilson, Chas
Wilson, C.
Williams, T. C.
Wold, Peder
Wriehoden W van
Wullium, Justine
Wanus, Hugo
Voigt
Ylinen, Sam
Yankley, Andon
Zebe, Gustav
Zinzen, George
Zolenk, A.

Aberdeen, Wash., Letter List

Albers, Geo.
Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bierk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Christensen, Harry
Doll
Gomes, M. G.
Hahlf, J.
Halvorsen, H.
Hedrick, Jack
Hederstrom, T.
High, Edward
Holm, Wm.
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Malkoff, Peter
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I
Nystrom, R.
Oleson, W.
Olson, A
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Patterson, E. G.
Pederson N B.
Reiersgord, H.
Risenius, Sven
Rosenblad, Bill
Rosenblad, Otto
Schroder, W. C.
Sutherland, Otto
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.
Wilson, W.

Alaska Fishermen

San Francisco

Anderson, John
Henderson, John
Danertson, Arthur
Erickson, J.
Ericksen, John
Gullefsen, Hans
Glynn, Frank
Hanson, L.
Hanson, Emanuel
Hansen, J.
Johanson, F. C.
Jensen, A.
Jorsel, C. A.
Johansen, Gus
Johanson, J. G.
Jacobsen
Jeuett, Charles
Kjendalen, Ole V.
Kuhn, J.
Kruger, Wm.
Kittilsen, Carl
Lindberg, A.
Larsen, Olof
Mittchel, Joseph
Mikelson, Peter
Norberg, J. A.
Nyberg, Gust
Nannestad, Arthur
Nilsen, Emil
Norberg, Herman
Olson, Anskar
Repanen, Andon
Sheldon, C. B.
Sterndock, J.
Sobstad, Peter
Simonds, J.
Steen, J. T.
Thompson, A.
Weber, Fred.
Weisham, R.

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

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INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

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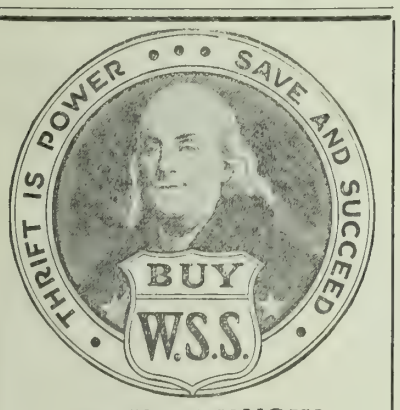

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INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

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INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S B Axtell, 1 Broadway, New York City.

Members of the S. S. "J. O. Neil" will please call or write to the undersigned attorney relative to salvage services performed on the 18th day of January, 1919, to the S. S. "Oregon." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

Home News

A woman has been elected Police Commissioner of Fargo, North Dakota. Mrs. F. H. Wilder who was chosen to fill this office will have entire direction of her department.

The United States Public Health Service is launching an active campaign in 730 cities in America with a population of 8000 and over, with an idea of intensifying the fight against venereal diseases and getting the most suitable organization in each city to co-operate.

The number of farm tenants has increased 40 per cent. in Kansas in the last 18 years. The number of acres farmed by tenants in the State has increased 80 per cent. in the same period. Governor Allen has begun a campaign to eliminate the farm tenant as far as possible by providing State aid for those who wish to buy farms and who will farm them.

The State of Wyoming has created a new office—that of state historian—and has appointed a woman to fill the position. The first state historian is Miss Eunice G. Anderson, of Cheyenne, who has been employed in state service for the last nine years. The new office was created by the Legislature as a means of preserving in adequate form the history of the state's pioneers.

The Federal Farm Loan system is now doing about 15 per cent. of all agricultural land loan business in the United States. A report of the Farm Loan Board at the conclusion of the second year of operation shows that loans closed in the last 12 months amounted to $120,238,000. The aggregate of farm loans made by all agencies, public and private, is estimated at about $800,000,000 annually.

Considerable interest has been aroused in Washington diplomatic circles over the arrival of a woman diplomat, who comes as secretary of the Danish Legation. Miss Gerda Anderson, who is filling this important post, is an expert in five languages. She was formerly secretary of the Danish Legation at Petrograd and later held a similar position in the Ministry of Foreign Affairs.

Vice-President Marshall in recent address before the American Academy of Political and Social Science, in support of the League of Nations, declared the Covenant did not infringe upon the rights of the United States Congress and expressed the opinion that much of the opposition to the plan results more from political than patriotic reasons. Agitation over the Monroe Doctrine was characterized by Mr. Marshall as a "tempest in a teapot."

There are evidences that the gospel of the Nonpartisan League is spreading. From isolated States here and there come bits of information that show the widespread nature of the agricultural revolt. Farmers in Iowa, Kansas and Nebraska are beginning to grow restive as they watch Idaho and North Dakota. Such indications are very hopeful, but the brightest bit of information of all comes from Texas and carries the first implication of political progress in the South that will link it up with the North. The recent organization of the Texas League of Cotton Planters and Farmers may bear fruit in the South, for it is sponsored by some of the most prominent farmers and cotton planters in the State. It is distinctly modeled after the Nonpartisan League.

Domestic and Naval

The "Richard B. Silver", abandoned at sea in sinking condition on a voyage from Santos for Havre, is a British schooner of 400 tons.

The "War Nepigon", which put in at St. John's, N. F., leaking and with boiler trouble, is bound from Halifax or Falmouth. She is a wooden steamer of 2300 tons, built at Pt. Arthur Ont., in 1918 for the British Government.

The steamship "Blue Hill" (ex-"Yuma"), 2194 tons gross, 1828 net, carries about 4000 tons deadweight, machinery aft, built at Cleveland, O., in 1893, and owned by the United States Shipping Board, has been sold to the Massey S. S. Co. for $150,000.

The Russian bark "Professor Koch", reported stranded at Scituate, Mass., has been floated and taken to Boston. The hull is badly damaged and loss to cargo of wool and hides will amount to about $100,000. Claim has been made for $150,000 salvage.

The following steamers owned by Messrs. Howard Jones and King, Cardiff, are reported sold to the Maindy Shipping Co., Ltd., Cardiff, for about £450,000: "Cedartree," 1780 tons gross, built in 1913; "Elmtree," 2686 tons gross, built in 1916; "Firtree," 2488 tons gross, built in 1917; "Kinsale," 2412 tons gross, built in 1896; "Tricord," 2827 tons gross, built in 1905; "Woodburn," 2360 tons gross, built in 1900.

The American steamer "Lake Placid" struck a submerged mine near the island of Vinga, near Gothenburg, Sweden, on May 20, and sank in five minutes. All those on board were rescued. The steamer "Lake Placid," 4200 tons, was owned by the United States Shipping Board and under assignment to the Atlantic Transport Company for operation. She left Baltimore April 26 with a cargo of coal for Gothenburg.

The British steamship "City of Hamburg," 1200 tons gross, 687 net, built at Sunderland in 1881; "City of Cadiz" (ex "Corcyra") (Br. iron s. s.), 780 tons gross, 464 net, built at Stockton in 1862, and "City of Belfast" (ex "Tudor") (Br. iron s. s.), 891 tons gross, 522 net, built at Kinghorn in 1876, passed second survey in 1911, which were all detained at Hamburg since 1914, and all owned by Messrs. Palgrave & Co., Dublin, have been sold to a British firm for about £45,000 the three.

The proposed sale to a British syndicate of the British-owned ships and assets of the International Mercantile Marine Company—a transaction involving five British companies and 750,000 tons of shipping valued at approximately $135,000,000 -has been approved by the board of directors and finance committee of the company. A stockholders' meeting to vote on the proposition was called for June 16. The transaction was declared by P. A. S. Franklin, president of the company, to be the largest recorded in the history of shipping. American and Belgian vessels owned by the International are not affected by the projected transfer, according to Franklin. He added he did not know what disposition the British syndicate intended to make of its acquisition, about 50 per cent of which is represented by ship tonnage and the balance by securities and cash.

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Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Anderson, Axel
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Anderson, Otto
Anderson, R. P.
Andersson, C. J. -2185
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Backman, A.
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Carlson, E. S. -1769
Carlson, G. R. -776
Carlson, Oscar
Carlsson, J. -1763
Carr, R. W.
Catechis, L.
Catechi, C. V.
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Devenay, Edw.
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Dresser, Claton
Dudley, Will
Duivenboden, W.

Edwardsen, Ole
Edmann, O. -557
Edwards, John
Einartsen, Hans
Engstrom, Ben
Ericsson, C. L. E.
Eriksen, Ole
Erikson, A.-571
Erikson, Gustaf E.
Ertman, E.
Esterberg, Gust
Etherton, W.
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Evensen, Martin
Evensen, Alex
Eversen, Petter

Fagerlie, O.
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Gregg, Oliv.
Gustafson, G. B.
Gulfeldt, A.
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Gundersen, N. F.
Gundersen, Ole
Gunderson, E. -1032
Guthre, R.

Haave, N.
Hackensmith, R. C.
Hagburg, Gust
Hagerty, W. J.
Haggkvist, C.
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Halversen, Erling
Halvorsen, O. -1672
Halvorsen, H. J.
Hammer, Carl
Hansenman, W.
Hansen, H. H.
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Hansen, Henry
Hansen, H. -1969
Hansen, R.
Hanson, Karl L.
Hanson, Ola
Hanson, August
Hansson, O. Rudolph
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Jaderholm, H.
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Jarzombek, J.
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Jensen, H. -2425
Jensen, Hans
Jensen, Laurens
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Johnston, Leslie -1487
Johnson, Norman
Johnstone, J.
Johanson Thure
Johansson, Jonas R.
Johnson, E. -2533
Johnson, John E.
Johnson, Matt
Johnson, Leonard
Johnson, Michael
Jones, E.
Jorgensen, -2458
Jorgensen, Robert
Jorgensen, A. N.
Jorgensen, H. F.

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Karlsson, John
Karlsen, Einar
Karlsen, -1190
Karlson, Oskar
Karlsson, August
Kennedy, J. R.
Kipste, Chas.
Kittelsen, Karl
Kjellander, Ben
Kleinmensen, E. A.
Klink, Alfred
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Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
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Larsson, G. L.
Larsson, Ragnar
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Laugesen, C.
Laursen, N.
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Lundberg, K. K.
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Lundroth, Edvin
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Lyngaard, J.

Madsen, W.
Magnusson, Karl
Magrude, O. G.
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Maki, Ivar
Martin, John B.
Matson, H. -1803
McLeod, John
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Mortensen, L. A. F.
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Nelson, Rangvald
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Nicolaisen, O.
Nielsen, K. - 1314
Nielsen, Kristian
Nilsen, Ferdinand .
Nielsen, H. P. R.
Nissen, Chas.
Noblance, Louis
Nordstrom, Bror
Nordenberg, A.
Nunes, C.

O'Connor, R.
Olafsen, O. B.
Olaffson, Melch
Olson, Albert
Olsson, James
Olausen, K.
Olausen, Louis
Oleson, Fred
Olsen, Charley
Olsen, N. -1372
Olsen, Peter
Olson, Edw.
Oosten, B.
Ostlund, John
Osth, Thorw.
Overwick, Th.

Pedersen, H. -1569
Pedersen, K. A.
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Petersen, V. -1949
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Pettibone, G. W.
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Punis, A.

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Saarinen, K. K.
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Stahl, Chas.
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Sutse, Mich.
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Svensen, Anker
Svensen, E. -2675
Svensson, Anton
Swanson, J. -2907
Syversen, Ansgar

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Swanson, S. -2907
Tandberg, Einar

INFORMATION WANTED.

Einar Jensen, who was on the S. S. "San Pedro" when three seamen were left ashore at La Paz, Mexico, will please communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Cal.

Members of the crew of the S. S. "Oskawa" will please call at my office in relation to a claim for salvage against the S. S. "Westgrove." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father, Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal. 4-30-19

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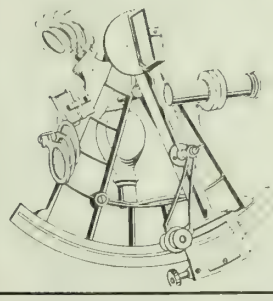
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News from Abroad

The French Government, after long delay, has given its reluctant consent that the Nansen Commission shall undertake the feeding of Russia.

Simultaneous with the Korean uprising, all the Korean students who had been enrolled in colleges and universities of Japan abandoned their relationship with the institutions.

The railroads owned by the Government in Sweden are being electrified. It is found that the trains can make twice the speed with electric power and, besides, it saves the coal. The current will be developed from the water power of which there is a great abundance in Sweden.

On April first the Union Parliament of South Africa passed a bill giving votes to women. The bill was passed by a very slim majority, the vote being 44 to 42. Suffrage bills had been introduced in 1912, 1914, 1917, and February, 1918. Each time the bill was introduced the majority against it was decreased.

Two hundred thousand acres of forest land in Great Britain are to be replanted at a cost, for planting and maintenance for the first ten years, of $17,000,000. Foresters are being trained and the necessary saplings are being prepared. If the experiment is successful, it is proposed to increase the amount of reforested land to 1,770,000 acres within the next forty years.

"German militarism has been broken forever," is a statement attributed to Field Marshal von Hindenburg, who has written to Fritz Ebert, President of the German Republic, that he is to retire into private life. General Groener, former head of the Department of Munitions, who has been the Field Marshal's chief of staff, is mentioned as his chief's successor, according to news received from Kolberg.

Official confirmation has been received in London of local famine conditions in India, a fact to which scarcely any publicity has been given owing to the world's preoccupation with the Peace Conference and industrial troubles. Little definite information concerning the famine is available. Private advices, however, suggest "that India may be on the verge of a worse food famine than the visitation of 1900."

The United States and Great Britain will not maintain any part of the armies of occupation which by the terms of the treaty handed to the Germans on the 7th will remain on the Rhine for at least fifteen years. The occupation of the left bank of the Rhine will be maintained by French and Belgian troops, the great majority, of course, being French. These two nations receive virtually all of the indemnity for the collection of which Allied troops are to be retained on German territory.

The announcement of the resumption of the Paris-Constantinople service by the International Sleeping Car Company is supplemented by the statement that the re-establishment of the Orient Express between Paris and Bucharest is a foretaste of the facilities for reaching all parts of the Near East that will be provided in due course of time by the International Sleeping Car Company. At present the trains are running twice weekly and direct connections with Warsaw and Prague have been made.

With the Wits

Prudent Girl.—Jack—Did you tell her that what you said was in strict confidence?

Ethel—no; I didn't want her to think it was important enough to repeat.—Answers.

The Mathematics of It.

She had seven million dollars
Placed in bonds and stocks and rents;
He had 'leven million dollars,
So they merged their sentiments.
Now they've raised a son who's value
Is exactly thirty cents.
—Boston Transcript.

Stand and Deliver.—A New York restaurant advertises that it will open at the historic home of the famous Captain Kidd. Business carried on at the old stand.—Columbia State.

Cheering Him Up.—Bevis—I've got a beastly cold in my head.

Miss Whitty—Never mind, Bevis. Don't grumble. Even if it's only a cold, it's something.—Tit-Bits.

Worse.— Tytephist—Is there anything more exasperating than to have a wife who can cook but won't do it?

Dyspeptic—Yes—to have one that can't cook and will do it.—Boston Transcript.

Kitchen Logic.—"Please, mum, there ain't no coal left in the cellar."

"Why on earth didn't you tell me before?"

"Because there was some then."—The Passing Show.

Another Mess. Proprietor—(just demobilized)—Yus, I've been through it—officers' cook two years—wounded twice.

Tommy (tasting the soup)—You're lucky, mate. It's a wonder they didn't kill yer.—London Opinion.

Better for Her.—"How's your husband getting along, Mrs. Fogarty?"

"Well, sometimes he's better an' sometimes he's worse, but from the way he growls an' takes on whin he's better, Oi think he's better whin he's worse."—Boston Transcript.

Those Lost Letters—"Did you mail my letter?"

"I'm sorry," replied the absent-minded husband. "I forgot all about it."

"Well, don't take it to heart. The post-office would probably have done the same thing."—Washington Star.

Decided Too Soon.—"Was papa the first man who ever proposed to you mama?"

"Yes, but why do you ask?"

"I was just thinking that you might have done better if you had shopped around a little more."—Louisville Courier-Journal.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 39. SAN FRANCISCO, WEDNESDAY, JUNE 4, 1919. Whole No. 2541.

CO-OPERATION IN SHIPPING

Italian Seamen's Federation Ready to Manage Merchant Marine

Co-operative societies are no longer confining their activities to dry land affairs. Greece already possesses several co-operative enterprises operating merchant vessels and from Scotland comes word of the contemplated organization of a small co-operatively-owned trawling fleet to engage in the fishing industry. Of still greater importance is the national co-operative society recently formed by the Italian Seamen's Federation.

The object of this newly incorporated body which enjoys the backing of all organized labor in Italy is explained in the article printed on this page. This idea appears to have met with a favorable reception in Government circles. State control of shipping is deemed objectionable, for the reason that it involves the creation of a large and costly bureaucracy, while private shipping combines are attended by serious drawbacks.

Some of the largest Italian shipyards are said to have been successfully run by the trade unions, and as the Federation embraces every class of seaman, it feels able to undertake the operation of a merchant fleet in all its branches.

Discussing in the "New Age" the project of having shipping operated for the State by a co-operative society formed by the Italian National Confederation of Seamen, Mr. Odon Poe remarks that the application of co-operation to shipping has been tried successfully in Greece, where already several co-operative societies manage their own merchant service. But these Greek societies are neither industrial unions in origin nor are they national in aim; their purpose is profit and not the social transformation of industry, and in consequence, they are of little or no social importance. They are vastly different from the experiment made by the Italian seamen.

The Italian National Federation of Seamen is without doubt the most advanced and highly developed industrial organization in the world. It has, in fact, all the requisites of a complete national guild. Not only does it admit under its rules every class of worker, but its membership actually embraces all classes, from captain and cabin boy, and this not merely locally, but nationally. Its monopoly of labor, if relative, is complete. In relation to competing organizations of a private character it has had many struggles, particularly with the great ship combines, but upon practically every occasion it has won a victory. Shortly before the war, indeed, the Federation was preparing to take over the whole of the shipping of a considerable combine whose workmen were on strike, and to demonstrate by a practical object lesson that the demands of the men might occasionally be considered. The war, unfortunately, put an end to the experiment before it was fairly begun, and under the circumstances the strike was settled in the usual way.

The Federation has shown itself during the war to be as mindful of its duties as its rights. Over and over again, the seamen, acting in their Federation, have given abundant evidence of their willingness to sacrifice sectional to national interests. Their claim to responsible management has thus been signally fortified, and by reason of their experience they now feel themselves fully entitled to demand the control and management of the whole of the shipping in the national interest.

Last August the Italian Reconstruction Committee passed the following resolution:

"The committee warmly approves and recommends to the Government the proposal made by the seamen's representative that certain of the ships lent to Italy by the Allies be placed under the management of the seamen themselves in their industrial organization."

In the following month, a co-operative society of seamen was formed under the title of "The Garibaldi," with the declared object: to conduct shipping under the Italian flag, to develop the Italian mercantile marine, and to raise the economic and moral status of all Italian seamen.

Aware that its intention of controlling shipping would arouse the hostility of the private shipping interests, the State naturally looked to the Federation and the co-operative society fostered by it for support.

The Minister of Transportation said, in fact, that the State would not hesitate to assist the co-operative seamen and to hand over to them such ships as the State might build, and as an earnest of its intention the Italian Treasury announced that it was about to transfer to co-operatives the capital accumulated from several sources and amounting to several hundred million lire.

In thus allying itself with the Federation, the State had more far-reaching objects than the settlement of an immediate problem. At the back of its mind was the knowledge that the State control of such an industry as shipping would, if directly assumed, involve the creation of an enormous and costly bureaucracy. If, on the other hand, left to the trusts, the difficulties would be equally insuperable. Under the circumstances, therefore, it was a wise policy that sought to raise the Federation to the status of partnership with the State, and to solve by this means the triple problem of management, bureaucracy, and profiteering. Only such a Federation (or, if I dare say so, guild) can satisfy equally the demands of the State, the industry, and the seamen.

Another consideration that must have been taken into account by the State is the growing difficulty experienced by the State and the private shipping trusts in carrying on shipping without the co-operation of the Federation, for the Federation, it was clearly seen, would soon be in a position to enforce its demands, or, in the alternative, to make it impossible for either the State or the trusts to guarantee regular service.

Anticipating the probable course of events, we may expect that after an experimental period during which the Federation, we may hope, will prove its capacity, further ships will be transferred to its control. Moreover, it has allies in the great co-operative shipbuilding yards at Genoa and elsewhere, where already building and repairing have been carried out under union management to the satisfaction and admiration of the Entente Admirals. These, together with the co-operative societies of the Dockers, may certainly be counted on to co-operate with the Seamen's Federation. In due course, likewise, the Fishermen's Union will be affiliated with the rest of the unions, and then in the end, all the sea-workers will be in control of their industries co-operatively.

As for the private shipping companies, their absorption into the Federation is sure if slow. By virtue of its economic power, the Federation will demand in the first instance representation on the governing bodies of each of the shipping companies, not in order to share in profits, for the Federation is opposed to profiteering—but for the single purpose of exercising and of finally assuming complete control. It will not rest until all shipping has been brought into the hands of the men engaged in it.

It may be remarked that the Federation has no desire to "own" the ships, and in this, again, is in complete accord with the National Guildsmen in England. Its object is to control and manage the shipping industry, and since this is quite compatible with the State ownership of the ships themselves, the question of ownership does not arise. The State is the sleeping partner, the Federation is the active partner. The former owns, and by virtue of ownership, exercises the right of control, chiefly, I should say, in matters of high policy. The latter manages, and, by virtue of its monopoly of labor and skill, exercises also its right of control, namely over the condition of its industry.

There we have the germ, and more than the germ, of a true National Guild—a partner of the State, with a monopoly of its labor, and responsibly discharging a national service in the equal interest of the men, the State, and the public. In course of time, no doubt, this problem will be followed by other industries, and our industrial system will have undergone a beneficent and orderly revolution from within.

CONCRETE SHIPS.

Concrete was first used in constructing buildings in Europe, especially in France. A celebrated flower pot made by Monier in 1849 or thereabout was the first example of concrete construction, and the French were pioneers in the use of concrete in building factories and dwellings.

Reinforced concrete was first used in making a boat in France in 1849, but its use languished from 1849 until 1887 when a small concrete boat was built in Holland. This boat was first used by duck shooters on account of its high stability, and in 1918 it was still in use by a cement-products company in Amsterdam. Italy, Germany, and England next fell in line, and a revival of concrete boat construction in France took place in 1916. Concrete boats were constructed also in New South Wales, Canada, China, and Spain. After the outbreak of the great war, as her ships were destroyed by submarines, Norway naturally lost no time in building concrete ships. At the Fougner plant, as Moss, the "Nannsiffiord," a 200-ton concrete cargo vessel was built and, after a successful trial trip, engaged in traffic between Norway and England and along the Norwegian coast. This was practically the pioneer seagoing self-propelled concrete ship.

The magazine Concrete, for February, 1909, contains the first mention of the construction of concrete boats in the United States. It says: "A Baltimore man built a reinforced-concrete yacht 11 years ago. Craft in 1909 one of the fleet of the Baltimore Yacht Club. Dimensions: Length, 65 feet; beam, 18 feet. Man who built it convinced that if steel boats were seaworthy a stone boat would be." On this assumption we have been building concrete boats ever since, but concrete shipbuilding in this country really began about in 1912, when the Furst Concrete Scow Construction Co. built a 500-ton concrete scow for the Arundel Sand & Gravel Co., of Baltimore, Md. Vessels of this type have been in use ever since that time by this company and have rendered excellent service. In the same year a concrete barge of the Gabellini type was finished at Mobile, Ala., and it is still in service. Concrete pontoons built on the Panama Canal in 1914 are still used as landing stages for small steamers. Concrete motor boats, yachts, tug boats, and rowboats have also been built in this country. In 1918 the construction of two fleets of concrete barges, each barge measuring 20 by 130 feet and of 550 tons capacity, was begun at New Orleans, La., and at Seattle, Wash. In 1918 the "Faith," a concrete self-propelled merchant vessel of 5,000 tons dead-weight capacity, was launched at San Francisco, Cal.

From 1849, when the first concrete boat was made, to 1918, when the "Faith" was launched, seems a long period, but, after all, the leap from the rowboat to the 5,000-ton freight carrier may well cover two generations, and it must be remembered that it is practically only since the outbreak of the European war that there has been any large construction of concrete ships. The enormous destruction of shipping by submarines and the immense demand for new shipping to meet the requirements of the war made the construction of concrete vessels almost imperative.

In the stress to supply new ships reinforced concrete was adopted as a building material mainly for the following reasons: First, the concrete materials required are easily obtained, and the steel needed is employed in a form and quantity which make no strain on the rolling mills; second, the labor is less skilled and is recruited from a class totally different from the ordinary shipyard labor, so that the work does not increase the stress on the existing shipyards; third, a concrete ship costs no more than a steel ship and requires less expenditure for its upkeep; fourth, the time of construction is shorter.

When these facts are coupled with three considerations which make reinforced concrete most valuable for shipbuilding there seem to be abundant reasons for its present larger use for that purpose. These considerations are: First, the concrete ship can be made practically waterproof; second, the reinforcement can be completely inclosed by the concrete so as to prevent rusting; third, concrete and reinforced concrete are absolutely fireproof.

Concrete used as construction material improves with age; there is no definite knowledge of its durability in time. It is not known to be attacked by insects, mold, vermin, and bacteria find no soil for growth in it; and consequently ferroconcrete vessels can easily be kept clean. The ease of repairing a concrete ship by the simple application of new concrete is also a distinct advantage.

A chapter of "Mineral Resources of the United States" on Cement in 1917, published by the United States Geological Survey, Department of the Interior, includes a section on concrete ships, by Robert W. Lesley, Associate of the American Society of Civil Engineers, one of the pioneer manufacturers of Portland cement and a member of the committee on concrete ships of the American Concrete Institute. Mr. Lesley gives a full account of the ship "Faith," the investigations of the American Concrete Institute, Government construction, and patents for concrete ships, also a bibliography of concrete in shipbuilding The chapter can be obtained by applying to the Director, United States Geological Survey, Washington, D. C.

In carrying out its emergency shipbuilding program the Government made contracts for a large number of concrete ships. After the armistice the general program was changed; the total output of steel, wood, and concrete ships was curtailed, but the infant concrete shipbuilding industry will probably continue to grow, for it still affords great opportunities for research and development.

It is a mistake on the part of labor to attempt the refutation of the "class" theory by insistence upon the mutuality of the interests of labor and capital. These are merely elements of the same principle—the productive capacity. To speak, therefore, of the mutuality of interest between labor and capital as of two principles is of itself to recognize two classes, the laborer and the capitalist.

Even the beasts of the field know the value of sticking together.

GERMAN SHIPPING.

The plan which will probably be adopted by the United States in disposing of the German ships, is that the value of the German ships will be paid over to the Reparation Commission, less the actual cost of rehabilitating the ships for service as a result of the wilful wrecking of their machinery. The German property seized in this country was so considerable that a large balance will accrue to the credit of Germany, which will be turned over to the reparation fund. It is obvious that such an arrangement does not suit Great Britain, whose liner fleet suffered considerably as a result of the U-boat campaign. As regards Italy and Brazil, which both have a considerable portion of the former enemy fleets on their hands, the situation is complicated by the fact that neither of these countries is in a position to pay much to the reparation fund, should the policy to be followed by the U. S. Government be adopted in principle. The claims of Brazil are based upon money due to the State of Sao Paulo for coffee seized at Antwerp, while those of Italy are more or less nebulous. The German tonnage seized by the Allied and Associated Powers during the war is indicated in the following table published last April in the "Neue Hamburgische Borsen Halle:"

Seized by—	Tons net.
United States	614,979
Portugal	241,798
England and Colonies	292,000
Brazil	236,193
Italy	139,844
Chile and Argentine	60,000
Russia	52,000
Uruguay	42,863
Peru	42,863
China	36,974
France	35,437
Hawaii	35,023
Greece	19,567
Siam	19,253
Cuba	17,750
Japan	4,117
Declared lawful prize	145,950
Captured by the Allies and sunk	310,000
	2,346,611

The present tonnage of the German Mercantile Marine is given by the same journal as 3,296,000 tons, to wit:

	Tons net.	Tons net.
Tonnage in 1914		5,073,000
Less losses shown above	2,346,611	
Tonnage lost in countries allied to Germany	30,000	
War and marine losses in the North Sea	150,000	
	2,526,611 or say	2,527,000
		2,546,000
Plus new tonnage		750,000
		3,296,000

The man who confines himself too closely to the facts of the labor movement is as little qualified to judge the scope and direction of that movement as is the man who stands right up to the cornerstone to judge the height and symmetry of a cathedral. In both cases distance lends proportion as well as enchantment to the view.

It is quite natural, of course, but none the less significant, that most of the fault-finding concerning trade unionism comes from those outside of that institution.

Consider the opponent of trade unionism, and you will find one who lacks system in most of his thoughts and actions.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Bethlehem Steel in Line.

The Bethlehem Steel Company has signed a collective bargaining plan with its employes, who are represented by a general committee of over 100 members. Several months ago the national War Labor Board ordered the company to establish a system of collective bargaining. For various reasons this order was postponed by the company, while the unions have continuously urged its application. When the first shop election was held to elect delegates to a convention that would choose members of the committee that would represent the men, the company attempted to secure the election of non-unionists, but the organized workers controlled the convention and nominated representatives. Since then delays have occurred until the present time.

While the agreement does not recognize trade unions as such, it is an advanced step, which the Pennsylvania Labor Herald declares to be "a great victory." Editor Williams, who is also business agent of the Machinists' Union, has been in the thick of this contest, together with A. F. of L. Organizer Duffy. Williams is not unduly elated, as is indicated by this word of caution printed in the last issue of his paper:

"The working success or failure of this plan will depend upon the men standing by their respective unions. Remember the different committees that made twenty-four trips to Washington, and the trips to New York City were made possible by the labor unions."

Labor Must Meet Educational Tasks.

The "Labor News" of Salt Lake City, Utah, warns labor that it must meet the educational tasks in the following language:

"Education of the public to a right understanding of organized labor, of its true principles and higher ideals, is the great task that confronts the working man to-day. Education is essential to the creation of favorable public sentiment, to the enlistment of public support. Public sentiment is the mainspring of achievement and public support is the assurance of accomplishment. Public sentiment and public support are the essential elements of the one invincible power in the world—unity.

"Labor is seeking to achieve unity. Hence the task that lies before it of educating the people of the world to a proper understanding of the aims and objects of labor. This task is no mean one, because of the long and adroitly conducted campaign of mis-information which has been maintained by the enemies of organized labor to prejudice it in the eyes of the world.

"Organized capital, of the autocratic brand, has conducted a ceaseless campaign of propaganda to saddle the undeserved odium of anarchism, I. W. W.-ism, bolshevism and all the other 'isms' upon the name of organized labor. It has sought by every means to make the word 'union' a synonym for destructive conspiracy instead of constructive co-operation as it really is. By this mud-slinging method its enemies have been able to place an undeserved stain upon the name of labor, but through the medium of education labor will remove an unwelcome and unwarranted odium and reveal itself in its true light to the world.

"When the day comes that the public is educated to a proper understanding and appreciation of the righteous aims of labor, then will organized labor come into its own. Let the educational task of removing prejudice, the prejudice of ignorance and misrepresentation, progress unceasingly, that labor may flourish."

Defray Living Cost While Settlers Train.

The Dominion soldier settlement act, which is intended to place returning soldiers on the land, is being applied by the Canadian Government in an energetic manner.

To carry out the spirit of the act the government has ordered allowances to be paid for the support of families of settlers. The allowances apply to soldiers who are receiving training at an agricultural center and their dependents, and for those soldiers who are receiving agricultural training while employed with the farmer, and their dependents. In the first case, if a man is married, he may receive a maximum of $60 a month, which includes $35 for himself and wife and $25 for his children. Lower maximums are announced for unmarried men and for men who are being trained while they are living with farmers. These allowances are outside of any money the settler may receive for work done on farms.

Under this soldier settlement act, any discharged member of the Canadian military forces or widow of same will be loaned money up to $4,500 to purchase land. The settler is required to pay 10 per cent. cash down on purchase, but this can be waived in the case of one who has had agricultural experience or who is regarded as a desirable settler. The loan is repayable in 25 years at 5 per cent. interest. After the settler has secured his land the government may loan him money up to $2,000 for the purchase of livestock, implements and other equipment, and loans up to $1,000 for the erection of buildings.

Mental Defects.

That society pays a heavy penalty for the neglect of its children is shown by a study of mental defects in a rural county made in an eastern State by the children's bureau of the United States Department of Labor and the United States Public Health Service. The study included 192 feeble-minded children.

The county, says the report, is a backward rural county, such as may be found in many sections of the United States. The parents of 54 per cent. of the white children and 71 per cent. of the colored children who were living in their own homes, were without the means to provide properly for their families. The schools are inadequate for the needs of even normal children, and most of them are of the one-room-one-

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Portugal is the latest country to adopt the eight-hour day by law. The law becomes effective June 1.

The French General Labor Federation announces that the next International Syndicalist Congress will be held at Amsterdam on July 30 and succeeding days.

Out of work pay at the end of March was being paid in Great Britain to 1,077,686 persons. There were, at this date, 240,015 unemployed in the London and Southeastern district alone.

The agitation for a six-hour day has been going on for some time in the ranks of labor in Alberta, Canada. Some members of the present Legislature are known to favor the shorter day.

Thirty-five thousand employees of Canadian railway shops have presented demands to the Railway War Board for a forty-seven hour week and a maximum wage rate of 80 cents an hour.

More than 70,000 workers have already joined the recently established Greek Federation of Labor. These workers come from twenty-five different industries and are grouped into 200 unions. The union is a purely industrial organization.

The British Labor Gazette for April reports that the supply of seamen at the principal ports in Great Britain was equal to or in excess of the demand. Among the ports where the supply was in excess of the demand were London, Liverpool, Southampton, the Tyne ports and Glasgow. The number of seamen shipped during the three months ended March showed a decrease of 36,655, or 29 per cent., as compared with the corresponding quarter of 1914.

Labor in the Argentine gets pretty much what it wants, according to Robert L. Barrett, lately commercial attache of the United States Embassy in Buenos Aires, who is in Boston on business of the United States Department of Commerce. The reasons for Labor's strength are to be found within, not without, the country, Mr. Barrett declares. During his year and a half, recently terminated, in the Argentine capital, he saw practically no evidence of German or Russian influence. He saw plenty of evidence of stupidity on the part of employers, and of unity of action on the part of the workers.

At a meeting of the cotton manufacturers, held in Milan, Italy, the announcement was made that they had agreed to concede to their operatives a forty-eight hour week, that demand having been previously presented to the cotton manufacturers by the workers. It became effective May 1. The manufacturers also named four delegates and three substitute delegates to act in concert with the textile trades and representatives of the other trades unions (who are supporting the textile workers), to construct a working agreement to make effective the shorter hours and to adjust increased wage rates. The shortening of the hours was only agreed to when it was learned by the manufacturers that the same concession had been made to the textile workers of Great Britain. It was further understood that each side would work to the end that the same reform shall become international as soon as possible.

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San Pedro Letter List

Aalto, Harry	Hecker, William
Amundsen, Pete	Jones, E. L.
Anderson, Gunnar	Jensen, Jens
Anderson, Sven	Johansen, Fritz
Anderson, Axel	Johansen, N. A. -1604
Anderson, Frank	
Altman, E	Johanson, John A.
Anderson, Gust	Johansen, Carl
Aho, Jack	Johnsen, John E.
Behne, W. A.	Johnson, Eduard C.
Baggs, H. L.	Jonassen, Johannes
Bergh, Borge	Larsen, Johan. -1542
Billington, Martin	Larsen, Martin
Brander, Wm	Lato, Eley
Breien, Hans	Lauritsen, Ole
Bruce, Albert	Lechemus, Bill
Christian, James	Lewis, Harry S.
Davis, Orville	Linden, Chas. F.
Doage, Sigvald	Lindholm, Charles
Doujul, Alfred	Magnussen, Karl
Evensen, Ed	Miller, John
Exelson, Herman	Nelson, Harry
Folvig, John	Neyberg, Berger
Gerner, Hans	Nielsen, S.
Grunwald, Alois	Olsen, Martin
Grassen, Joe	Pederson, Carl
Grauers, Gust	Peterson, Hugo
Goulet, Renie	Petersen, Nels. -1698
Gunerud, Thorvald	
Hansen, Adolph	Raaum, Henry
Hingren, John H.	Rosenthal, Walter
Hook, A	Rytko, Otto
Holmstrom, Fritz	Samson, Louis
Hovberg, Aksel J.	Sandberg, Neil A
Hansen, John	Schlieman, J
Huisman, K	Skinnar, Gust
Hederstrom, T.	Stratton, R. M.
Sternberg, A.	Zunderer, Theo.
Stringer, B	(Questionnaires)
Sundholm, Fred	Berner, Albert
Sundholm, Carlos	Christensen, Ole Martin
Swenson, Ben	Doage, Sigvald
Tiller, Edward	Holm, Frank
Thompson, Alex S.	Johansen, Carl M.
Thoren, G. A.	Johansen, N. A.
Tysk, J. H.	Lindroth, Carl Aug.
Wahl, J.	Pedersen, Carl
Wilhelmson, Karl	Tysk, John H.
Wrig, F.	
Yeoman, W. E.	

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.
3-26-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.
11-6-18

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Pacific Coast Marine.

Bering Sea winter ice off Nome, Alaska, cleared away suddenly early on May 27, according to a wireless message received at Seattle. The Nome break-up this year came earlier than in any year since 1913. Last year Nome was ice-bound until June 26.

Seventeen whales have been taken by the three vessels of the American Pacific Whaling Company's fleet to date this season. Of this number, the Aberdeen took four, the Moran seven and the Westport eight. Of the seventeen captured, two whales were sperms.

Judge Edward E. Cushman in the Federal Court at Tacoma has issued an order restraining the officials of Grays Harbor county from selling the Belgian schooner "Gaby" for taxes and ordering that the owners of the schooner place a bond of $4,000, which will insure the payment of taxes, providing the suit now pending in court is against the owners of the vessel.

In discussing proposals to substitute new types of ships for those now contemplated for construction in Pacific Coast yards, Director of Operations Rosseter of the United States Shipping Board is quoted as saying that American builders had been offering to build ships for Great Britain and France for $142 a ton, whereas the price to the United States had been $199.

Captain Richard Nelson, naval pilot at Pearl harbor, was chosen one of the pilots at Honolulu harbor at a recent meeting of the Honolulu Board of Harbor Commissioners. Nelson will enter his new duties July 1, taking the place of Captain John R. MacCaulay, who has retired after twenty-seven years of service. Captain MacCaulay departed on the transport Sheridan for a tour of the mainland and a visit to his boyhood home in Scotland.

Deepening of the water at the entrance to Coos Bay has resulted from the dredging work of the Government, which was commenced a short time ago, says Captain A. J. Storrs, marine superintendent of the Pacific Steamship Company, who has been on an inspection trip which has taken him to all Pacific Coast ports made by the Admiral line. When the Government undertook its dredging operations the depth of water was about twenty-one feet at low water. Now it is twenty-eight feet.

Two wooden hulls, built for the Rolph shipping interests, were launched at the Eureka shipyards during the past week. The first to dip into the water was the tug "Storm King" and the second was the barkentine "Rolph." Both vessels will be towed to San Francisco to be rigged and outfitted. Mayor Rolph of San Francisco announced, following the successful launching of two vessels at his yards, that he would continue to build ships at the capacity limit of his local plant.

Vessels of an aggregate dead-weight of 105,200 tons will slip from the ways of the Moore Shipbuilding Company in Oakland this summer, officials of the company announced during the week. One 10,000-ton vessel and three 9,400-ton ships will be launched about June 7. Two 9,400-ton vessels will leave the ways in July, and in August or September two 10,000-ton ships and four 9,400-ton vessels will be launched. Keels for three of the six vessels to be completed in August have been laid and three will be built on the ways from which three ships will be launched next month. Officials of the company are planning to postpone the launching of the six vessels to September 9, Admission day.

A portion of the shipment of cocoanut oil in the cargo of the schooner "William Olson," wrecked on the Island of Niihau, has been salvaged, according to advices received from Honolulu. One hundred and forty-four barrels have been removed and about seventy more now on the beach will be saved. The salvaging has been done by the motor schooner "J. A. Cummins" with the assistance of twenty Hawaiian swimmers. The coast where the vessel is wrecked is rocky and it was impossible to work there with boats. The natives performed salvaging stunts among the swirling waters amid the rocks that could not have been carried on in any other way. A part of the copra is also being salvaged.

The first 7,500-ton vessel of the Government's new concrete shipbuilding program was launched at Government Island, in San Francisco bay, during the past week. The new vessel is a tanker and was christened the "Palo Alto" by Mrs. Rudolph J. Wig, wife of the chief of the concrete ship division of the Shipping Board. The launching of the vessel was made the occasion of a celebration in Oakland, organized by the Chamber of Commerce, the San Francisco Shipbuilding Company, officials of the city and the Shipping Board. The "Palo Alto" was launched sideways and a tremendous wave resulted. This swept across the estuary and would have swept many of the small boys into the water if it had not been for the prompt action of the police, of lumber which composed the cargo of the auxiliary schooner "Janet Carruthers" when she was wrecked recently near the Grays Harbor jetty has been removed, and an effort will be made to get the lightered hull back into the water on the coming June high tides, according to J. H. Price, who bought the wreck and cargo.

The mortorship "Trolltind," owned by the American Mortorship Company, which was built on the Sound for the concern controlled by Norwegian capital, is loading grain to be transported to Copenhagen. The vessel carries 300,000 feet of lumber on deck. The owners have two similar vessels under construction in the northern plant and others are expected to be ordered in the immediate future. The "Semmeltind" was launched last week and the "Kirketind" will take to the water within ten days. All of the vessels are propelled by full powered Diesels and the Norwegians have the experienced engine-room crews at hand prepared to take charge as soon as the ships are completed. The Scandinavian shipping concerns are expected to have a big fleet of Diesel ships in operation on the Coast before the Americans and others get well started.

The hull of the Emergency Fleet steamer "Aroturous" was launched at the McEachern yards during the week and another vessel was added to the fleet which the Astoria plants have built for the Government. This hull is of the Hough type, is the eighteenth vessel launched from this yard and is 100 per cent. completed. The craft has been taken to the plant of the Astoria Marine Iron Works to have machinery installed. Another launching will take place at who forced the crowd back just before the vessel splashed into the water. The vessel as launched is 90 per cent complete, and all that remains to be done is to install the machinery. The ship is 435 feet in length, 54 feet beam and 38 feet deep. She has twenty-one tanks, with a capacity of 3,000,000 gallons, and will be operated as an oil carrier along the coast as soon as completed.

There has been no change in the Navy's policy of creating two fleets, the Atlantic and Pacific, Secretary Daniels told the House Naval Committee during the week, and by the latter part of the summer a large number of every type will be in Pacific waters. "There will be two fleets of equal strength," the Secretary said, "with two of the best Admirals of the Navy in command. I took this up with Admiral Benson recently and believe the time has come to put the plan into effect. After a long war the Navy is apt to grow stale, and we can stimulate interest by having two fleets which can come together every year either in the Atlantic or Pacific on a program to be worked out by the War College. In time of need, of course, the fleets would be combined." Secretary Daniels said he did not mean that half of the Navy's ships would be in the Pacific all the time, however.

The affairs of the Martinonlich Shipbuilding Company at Dockton stand a show of being cleared up following the filing of voluntary bankruptcy proceedings in the Federal Court at Tacoma. This company has had three vessels under construction for the Dockton Shipping Company of New York. One vessel, the "Dockton," is now finished. The schedules filed show the total permanent investment amounts to $78,333.15, and including plant equipment and supplies runs to $125,813.15. It is shown that contracts to purchase three vessels were entered into with Egilnaeshim, the purchase price being $310,000, on which $45,000 is still due; Lars Christensen for $310,000, on which $132,000 is due, and another hull for $310,000, on which $163,000 is still unpaid. This gives a total amount for the plant and contracts of $492,599. The debts are listed at $134,789.10.

An explanation of the report circulated in San Francisco financial circles for several weeks that the Standard Oil Company of California had purchsed Winehaven on the east shore of the bay from the California Wine Association has been furnished in an announcement by the Standard that the corporation had purchased land near Winehaven to be used in the expansion of the wharfage facilities of the oil company. Officials of the Standard said about one acre was bought from the Richmond Belt Railway. The Standard Oil Company has not purchased Winehaven and will not purchase the property, according to a statement given out at the Standard's office. Standard Oil tankers load case oil and crude oil at the Point Richmond wharves, taking the fuel to all parts of the world. In providing more room for the steamships, land has been purchased at various times in the last few years. One big purchase was that of the Mintzer Estate property, comprising 243 acres, which adjoins the company's refinery on the north between the deep water channel the Standard has dredged and the Richmond Belt Railway at the base of the hills to the west.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

The Seamen's Journal

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 4, 1919.

"PERFECTLY SIMPLE."

Where ignorance is bliss 'tis folly to be wise.

The nautical expert of the San Francisco Chronicle is at it again!

This wonderfully wise man has always had a ready made solution for any problem, no matter how difficult, if it relates to ships and seamen.

Here are the pearls of wisdom from one who "thinks" he knows:

> The talk about what "government" should do to help re-establish an American merchant marine goes on and on and leads to nothing.
>
> There is a perfectly simple, well known and generally applied expedient which at any previous time or now would assure us that part of an American marine which is essential to American commerce.
>
> That method is postal contracts covering a reasonable term of years with such lines of ships as are necessary to assure regular communication between American ports and such foreign ports as it is desired to reach. Such contracts are necessary, and all that is necessary to secure all the American lines which we need. Without such contracts to cover the loss in operations during the earlier years nobody will put money in new lines and trade will go to the countries which give such contracts.
>
> Bulk freight, which is the majority of tonnage, goes mainly in tramp ships. That is a different problem. The business will go to the tramps which will make the lowest rates. Those will not be American ships unless there are some changes in American law. The present law was not enacted in the interest of the American sailors, but of aliens serving on American ships. The number of really American deep sea sailors has always been negligible.

Simplicity itself, indeed!

Open the gates of the United States Treasury; let the struggling shipowner walk in and help himself. My, how perfectly simple! The word "subsidy" is not used at all in the charming solution offered by the sly old expert—but that, of course, is the sum and substance of his marvelous expedient.

To be sure, our most esteemed friend, the expert, does not propose to adopt any halfway measures. So, in addition to the raid on the U. S. Treasury he finds it necessary to emasculate the American Seamen's Act.

"Perfectly simple" is a most appropriate title. Anybody surely would be enabled to profitably operate ships anywhere under the conditions outlined by the far-visioned expert.

Coolie crews, together with a liberal Subsidy from Uncle Samuel, will most assuredly do it. Three cheers for the "expert."

Now, as regards "the interest of American sailors." It would be expecting entirely "too" much to receive any information upon this subject from the Chronicle expert.

It is a fact, nevertheless, that the beneficent features of the American Seamen's law have already greatly increased the percentage of native-born and naturalized American citizens employed in the United States Merchant Marine. This has been such a perfectly natural sequence that no one but our "expert" friend has had the nerve to deny it.

In proof of the contention that the percentage of native Americans who follow the sea has been rapidly increasing it is only necessary to make comparisons of pertinent statistical data.

The numerical strength of the Sailors' Union of the Pacific has been approximately the same during the past three years. A nationality census of this union's membership compiled three years ago showed 529 native Americans on the live records. A like census just completed shows no less than 1251 native Americans in the same records. No wonder the cheap labor brigade wants the Seamen's Act amended. It has been entirely too practical.

As regards our friend's assertion that "the number of American deep-sea sailors has always been negligible," a few historical facts should carry their own answer. A Federal statute enacted on March 3, 1813, prohibited the employment on board of any of the public or private vessels of the United States of any person or persons, except citizens of the United States. Subsequent legislation, i. e., the Act of March 1, 1817, prohibited the payment of fisheries' bounties to vessels unless the officers and at least three-fourths of the crew were citizens of the United States or persons not the subjects of any foreign prince or state. The act of May 31, 1830, exempted from tonnage duties vessels of the United States of which the officers and two-thirds of the crew were American citizens. This gradual decrease in the rigid requirement of citizenship of all those employed on vessels of the United States culminated in the act of June 28, 1864, which repealed the requirements as to the citizenship of the crew, retaining only the provision "that officers of vessels of the United States shall be in all cases citizens of the United States."

This has remained substantially the only requirement up to date. The Seamen's Act of 1915 does not specifically require the employment of American citizens. But it has established conditions which encourage and induce "real" Americans to go to sea. And that is exactly what bothers the expert. Under the present law, if properly enforced, he cannot operate American ships with coolie crews.

The spirit of Canadian democracy was strikingly exemplified when the House of Commons voted to request the King of England to refrain in the future from conferring titular distinctions upon persons living in Canada. This vote, no matter how George may feel about it, virtually means the end of titled aristocracy in the Dominion.

SELLING LABOR POWER.

The question of the shorter workday and the related questions of efficiency, output, etc., are very much in evidence these days.

In this connection it is significant and certainly interesting to note that some of the large labor organizations across the Atlantic are refusing to accept the assumption that a decreased working day must or ought to mean an equal or increased output. The National Transport Workers' Federation of Great Britain and Ireland accompanied their application for a 44-hour week with a demand for an increase of 20 per cent. in the piecework rates, and it was claimed apparently on the ground that the shorter working week would deprive the pieceworkers of earnings they would have received during the hours which are now to be cut off from the normal working week. The Federation, moreover, claimed that they had never in any of their negotiations given any countenance to the suggestion that their members should increase their output during the shorter working week. They did not deny that the new time arrangement can be made to yield as much in output as the present week, but they contended that this is the employer's business.

Their point is that the average worker has been worked too long and too arduously in the past, and that the time has come for the new theory on the selling of labor-power, namely, that the worker sells his time.

Putting it in different language, the worker demands a guaranteed minimum of pay for minimum period of engagement, and if the employer is not sufficiently businesslike to make the best use of that time it is his fault.

During the early struggles for the shorter workday it was freely contended that a reduction of the working hours did not necessarily imply a lessened output. Columns and volumes of more or less weighty arguments have been written upon this very point. And now, at least one strong and influential group of workers has boldly discarded the theory of equal output.

Obviously, this is not only a new theory but also a new conception of the selling power of Labor.

It is just a little in advance of the "Hours of Labor" section in the reconstruction program officially promulgated by the American Federation of Labor. But however that may be it proves again that all our fellow workers in England are not prepared to quietly accept the established order of things, even though it is hinted in Governmental circles that this is necessary to "save the nation."

PROFIT AND SUBSIDY.

Mr. George P. Hampton, managing director of the Farmers' National Council, has made public a statement regarding the conference on the ownership and operation of the American merchant marine, just held in Washington.

The Farmers' National Council is a union of farm organizations with a membership of about 750,000 united to carry out the reconstruction program adopted by a delegate meeting held in Washington last January. This program calls for Government ownership of the ships constructed by the Government and their operation for the benefit of all the people.

"The conference on the merchant marine," said Mr. Hampton, "emphasized again the

old plea of the shipping combine for Government subsidy, direct or indirect, but at any event as large as possible."

This is, as anticipated. The majority of the delegates to the conference represented banking interests, corporate shipping interests and other big business interests of America. No new plea was offered for the bonus which they have so persistently and vigorously sought in the past. The selfishness of most of the pleas is not novel but is growing stale. Several of the speakers demanded that the Government sell the ships to private companies at a very low figure, some of them even suggested $35 or $40 per ton against a construction cost for some of the ships of as high as $150 per ton. After getting the ships at these low figures, which would involve a loss to the Government of hundreds of millions of dollars, the shipping combine wants the Government to keep hands off. Several special pleaders even urged that the Government do not control ocean freight rates.

Particular attention should be called to the misinformation of some of the speakers who claimed that the shipping companies before the war did not average over 6 per cent. profits. Mr. Rosseter, in charge of the Division of Operations of the Shipping Board, when asked on what capitalization, inquired what difference that made. Of course a watered stock capitalization of $3,000,000 for a company worth $1,000,000 would mean, at a 6 per cent. basis, a profit of 18 per cent. instead of 6 per cent. Official figures show that the White Star Line paid 60 per cent. in 1911, 30 per cent. in 1912 and 65 per cent. in 1913. The Orient Lines paid 5 per cent. dividends and 50 per cent. bonus in 1911 and in 1912. On September 21, 1912, Shipping Illustrated, a New York shipping paper, stated: "At the present it is the easiest thing in the world for cargo steamers of any description to make as large a profit as 40 per cent. on the present freight rates." Since the European war started, and before we entered it, American shipping lines made as high as 42.10 per cent. on a very generous capitalization.

All representatives of organized farmers at the meeting were opposed to subsidy of shipping companies. Mr. Hampton is positive that an overwhelming majority of the organized farmers of America favor Government ownership of the ships constructed during the war and democratic operation for the public good instead of for private profit.

Now, if Mr. Hampton will submit a binding guarantee that "public good" will never be construed to mean a necessary sacrifice in the seamen's wages, working hours and general living conditions, his case would be ever so much stronger. This much we know, however, from long and bitter experience: (1) that wages and conditions in Government-owned ships never set the pace but invariably, reluctantly follow improvements secured in vessels under private ownership; (2) that the usual economic methods of the workers for securing improved conditions can not be successfully applied "against the Government."

When we are inclined to marvel at the denseness of the person who questions the value of trade unionism, let us remember that the mole, too, probably cavils at that other law of nature, the recurrence of day and night.

FEUDALISM IN CALIFORNIA.

The "Survey" Reviews the State Immigration Commission's Recent Report on Large Land Holdings.

"The great mass of the land is held by an insignificant few, who do with it as they will, and the ideal of a rural society composed of many small-unit owners, each a tiller of the soil—the ideal of socially minded men in all times—is one for which there is not the slightest present basis of hope." And again: "The old concentration of land ownership . . . has in a large degree persisted; and superimposed upon this is the new concentration of ownership afforded by modern wealth. No statute or ruling by the state government, so far as known, has interposed any bar to this persistence of the old system or the development of the new." These quotations are not from a report on Posen or from a pre-war speech of Lloyd George. They are taken from the report on Large Landholdings in Southern California, recently, after a controversy between the department responsible for it, the California Commission on Immigration and Housing, and the Board of Control, in charge of state publications. Had the report been couched in the typical, exaggerated style of the single tax propagandist, it might have been allowed to pass unchallenged; but it would have defeated its own purpose. As it is, full of carefully assembled facts conservatively stated, it is one of the most deadly weapons against land monopoly that has ever been forged in this country.

The land of the sunset and of the unrivaled climate which since the forties has figured in the literature of the world as a new garden of Eden, not lost but to be gained and developed as an abode of human freedom and happiness for all time—that land has been as ruthlessly exploited for the benefit of the few as any country; indeed, the very climate has been made a commercial asset of the speculator and mitigated against the success of agriculture and the welfare of the people. The price of land, in these southern counties, no longer has a visible relation to agricultural productivity. We read that the approximation of price to productive value "is most remote in the vicinity of Los Angeles, where climate, optimism and proximity to a populous center are all capitalized and fused into the price."

"In Ventura county the recent enormous rise in the market price of lima beans might have been expected to lessen the gap between the price and the productive value of the land; but with each leap in the price of beans the price of land has taken a corresponding advance. One may hear on good authority, in that county, of an owner refusing $1,000 an acre for the best land. In San Diego county it is a common saying that no farmer can possibly pay 5 per cent. interest on deferred payments on the market price of local farm land and make a living. In every southern county the seeker of farm land is confronted with prices which he knows, if he pays them, involve grave risk to himself in the attempt to get commensurate results from the soil. When he pays these prices he does so because for other than strictly economic reasons he has fixed upon some particular locality for his home and he is willing to take the gambler's chance with a dubious investment."

But these are merely glaring details from a canvass rich in pictures of that kind. There is a feeling throughout the state that land is priced far above its productive value; and the only reason for it is that land is deliberately held out of use, or—what comes to the same thing—out of the most productive use to which it might be put, until the community is forced to pay the owner, either in purchase price or in rent, whatever he may ask. Not only the climate but also the "optimism" of California is capitalized and forms a large element of the price. That hold-up is possible only, of course, by concentration of ownership; and it is for that reason and not for any theoretical moralizing that the "gross unfairness" with which land ownership in the state is distributed becomes the legitimate object of inquiry by a commission charged with looking after the interests and welfare of a large section of the population. Its findings are as follows:

"1. That in the eight counties of southern California there are 279 holdings (reducible by allowing for duplications to about 255 holdings) each of more than 2,000 acres, comprising an aggregate of 4,893,915 acres;

"2. That the Southern Pacific grant lands and 'lieu lands' in five of these counties (there are none in the other three counties) aggregate 2,598,775 acres;

"3. That of the total of non-railroad and non-public rural lands in these counties, roughly approximated by the federal census figures of 'lands in farms' (4,587,581 acres), 2,295,140 acres, or 50 per cent., are owned in about 250 holdings;

"4. That apart from the railroad lands, there are at least 32 holdings each of more than 15,000 acres; that seven of these holdings exceed

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 2, 1919.
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping good; more members ashore.
HARRY INGWARDSEN, Secretary.
Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., May 26, 1919.
No meeting; shipping slow; members scarce.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., May 26, 1919.
Shipping fair; prospects good.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, May 26, 1919.
Shipping fair; few members ashore.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, May 26, 1919.
Shipping dull.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 26, 1919.
Shipping fair.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, May 26, 1919.
Shipping rushing; men scarce.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, May 26, 1919.
Shipping very good.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 19, 1919.
Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., May 29, 1919.
No meeting; no quorum. Shipping fair.
EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, May 22, 1919.
No meeting. Shipping very good; scarcity of Cooks, Bakers and Butchers.
LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone 2233.

San Pedro Agency, May 22, 1919.
No meeting. Shipping good; very few members ashore.
JOE MACK, Agent.
No. 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Johan F. Eklof, No. 679, a native of Finland, age 34. Died at Palo Alto, Calif., May 28, 1919.
Einar Helgesen, No. 2339, a native of Norway, age 30. Died at Plymouth, England, November 2, 1918.

Two destroyers were launched at the Union plant of the Bethlehem Shipbuilding Corporation on May 28. They were the "Wood" and "Zelin." The "Wood" was named in honor of a former medical director of the United States Navy and was sponsored by Mrs. George Kirkland Smith, 1600 Lake street, San Francisco. Mrs. Smith is a granddaughter of the late officer. The "Zelin," named in honor of the late Brigadier-General Jacob Zeilin, United States marine corps, was christened by Mrs. W. P. Lindley, wife of Lieutenant-Commander Lindley, who has charge of the construction of the destroyers here under the supervision of Captain D. C. Nutting. Mrs. Lindley lost two nephews in the war. Both were Anzacs and were shot and killed in action at Gallipoli. Her brother, Major C. Smith, also an Australian, was severely wounded. A son, Lieutenant H. G. Lindley, U. S. N. R., has for the last year been engineer officer on the U. S. S. Indianapolis, doing transport duty on the Atlantic. Al S. Gunn, general manager of the Bethlehem Company, and Lieutenant Frank Johnson, in charge of construction and repairs for the Government, were present, together with Captain Nutting and numerous other officials, including Commander Lindley.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Glenn E. Plumb, who is leading the battle of the 2,000,000 workers on the American railroads for the protection of their present standard of wages and conditions, has been promised by President Gompers an hour and a half, on June 10 at Atlantic City, to lay his plan of battle before the convention of the American Federation of Labor. Plumb is employed as counsel by the 90 per cent. of the railway workers who are now members of the trade union movement. His plan of settlement of the railroad problem calls for squeezing about nine billions of dollars' worth of water out of the nineteen billions that the companies claim their properties are worth. It provides that the Government shall buy the ten billions' worth of property, put it under a Government corporation, and have that corporation directed by a board of fifteen men. Five would be elected by the 2,000,000 wage workers to represent themselves and their interests. Five would be elected by and from the 20,000 men in the management. Five would be selected by the President of the United States to represent the general public.

If this plan is adopted, half of the net profits—after paying the necessary interest charge of the ten billion dollar investment—would go to the employes and managing force and half to the Government corporation for further investment. If profits rose beyond a certain margin, rates would be reduced, but at all times there would be a chance for every worker in the industry to win a bonus from efficient operation of the whole system. Studies and experiments looking toward new efficiency in every detail of the industry would be encouraged by committees of the railroad workers and management separately and jointly. Every man would have a direct pay-incentive to do his own work better and to help his fellows to do their jobs with less waste of effort.

All of the railway workers' organizations, Plumb announces, have endorsed this democratic scheme of real efficiency, which will give them immediate returns in better pay without sacrificing their personal independence or dignity or skill. It makes them true partners in the railroad business.

There is every indication that when this constructive program is put before the convention of the American Federation of Labor, it will be endorsed without a dissenting vote.

Plumb's campaign is called a battle because the overwhelming majority of the new Congress is wholly sympathetic with the junkers who own the controlling share in the railroads, and who demand that the property be put back in their hands with a guaranteed annual tribute, above the present high freight and passenger rates, of about half a billion dollars. If Congress dares to do what it wants and threatens to do, it will defy organized labor and turn back these railroads with this perpetual tribute of public money. But it will at the same time be doing more—it will be placing in the hands of the officials of the Pennsylvania, and other notoriously bitter foes of labor, the power to plunge the nation into a vast strike in the hope of driving the unions out of the industry. Signs that railroad shop work will be put back upon a peace basis, and that the conditions won through the Railroad Administration are to be challenged as soon as the Government takes its hands off the lines, are evident to officials of the international unions who have been in conferences here.

But the big battle does not stop with the issue of "turning back" the railroads. It is exactly the same with the telegraphs and telephones. At the moment when a cheerfully reactionary Congress is proposing to "turn back" the wires from Burleson to Burleson's dear friends the Western Union Telegraph Company and the American Telephone and Telegraph Company, with generously increased rates, the organized telephone and telegraph operatives and the electrical linemen are flatly opposed to any such action. Last year they demanded public ownership and public operation, with democratic control of these wires, in order that they might not be compelled to enter into a long and costly strike for decent working conditions. What they got was the same old Western Union and Vail autocracy, under the added insult of Burlesonism.

To-day these organized workers in the telephone and telegraph industry are prepared by an overwhelming strike vote to walk out. Why? Because they have been cheated of real public ownership, public operation, and democratic control. The return to the old situation means a new struggle, under harder conditions than a year ago. The big strike of the telephone girls and the linemen in New England was won more promptly when Burleson was officially responsible than it would have been won if Theodore Vail of the Bell telephone trust had been in complete charge of the properties. They are not fooled by Burleson's sabotage against public operation. They want the real thing, regardless of the haste of the politicians in Congress to serve Vail and the Western Union stockholders in their anti-labor program.

Then there is the Shipping Board and its plan to sell all the great fleet of Government-owned ships to private operators. Conferences are now being held here, under call by Chairman Hurley of the Shipping Board, at which scores of bulky shipowners and their lawyers and agents are solemnly testifying to two things. The first is that "an American merchant marine cannot be established and maintained except by private initiative," and that therefore the Government must sell all of its ships, immediately, at very reasonable terms, to shipping companies which must largely be organized brand-new in the port cities around the whole country. The second is that the Government must guarantee these companies against any loss in the operation of these Government-built ships in foreign trade for a period of years, or else the Government must keep and run them on the unprofitable routes until those routes become profitable.

Emil P. Albrecht, a member and spokesman of the executive board of the National Mercantile Marine Association, let the cat out of the bag when he declared for American officers and crews on all these ships, to be required by law, and complained against the "discrimination in favor of foreigners" caused by the fact that men wishing to sail on the merchant ships had to join the Seamen's Union and "sit around union headquarters, waiting for a call."

The inference was clearly given by Albrecht and by those who applauded him that "turning back" in the merchant shipping industry had its own peculiar meaning for organized labor. P. S. A. Franklin, president of the International Mercantile Marine Co., said that the "alterations" in the Seamen's Act desired by the shipowners would not reduce wages nor reduce the percentage of Americans in the crews. He seemed anxious to make it appear that whatever he might do in the way of chopping holes in the Seamen's Act would be done for the good of the seamen!

Then there are the Government navy yards and arsenals, fully unionized, which have excited the jealousy of private manufacturers and some of their friends in Congress. There is afoot a propaganda in favor of "turning back" most of the gains made in this direction by reducing the forces and sending a lot of work out to contract shops.

During the war there were some 34,000 men employed in the arsenals. Nearly half of these men have been let out since the signing of the armistice, and the night shift has been abandoned. About the same changes have followed the ending of the war in most of the navy yards. The question as to whether the Navy shall have a big or a small expansion in the immediate future is now up to Congress, and will be fought out there, but meantime Secretary Daniels will have to resist a great deal of pressure from Republican Congressmen from Pennsylvania, Ohio and other regions, where manufacturers want to get some more war contracts at the expense of the Government yards.

In the War Department the situation is different in this way: there are Army officers in charge of figuring the estimates of cost of doing jobs in the arsenals who formerly were connected with private firms. They have a clever knack of figuring a lot of overhead items of cost upon arsenal work that doesn't belong there. The arsenal workers, through their committees, have fought this inside opposition, and appear to be winning out.

Secretary Baker yesterday gave his promise to N. P. Alifas, president of District 44 of the International Association of Machinists—the district covering the arsenals and Navy yards—that he would create a special board, in which the workers shall name their own spokesman, to put into operation a plan for keeping at least 20,000 men employed in the arsenals. They will arrange for making all sorts of metal goods for other departments of the Government—such, for example, as locks for mail sacks—in the arsenals in time of peace.

This plan of getting some use out of the vast permanent investment in the arsenal plants will soon raise a fearful howl in Congress, and it will probably cause a hard fight against the appropriation for the arsenals, but Alifas is confident that it will stick. It is the one instance, thus far, in which the administration is not surrendering to the "turn back" forces.

It is only fair to Burleson, in this connection, to point out that he does not want the telegraph and telephone employes to be "turned back" to the same condition as they suffered before he got into the camp of their enemies. He has written Congress-

man Moon, saying that his Wire Control Board (mouthpiece of Burleson, Carlton and Vail) suggests that no alteration in the wage schedule in the wire industry shall be permitted, under the law returning the business to private control, except after the Interstate Commerce Commission shall have approved the change and shall order a raise in rates to meet the raise in wages. Before the proposed wage increase may go to the Interstate Commerce Commission, however, he would have it threshed out and decided by a special tribunal, in which labor would have one-fourth of the vote.

Telephone and telegraph employes, then, would first have to win a one-to-three contest in the wage board, and then win a benevolent award from a wholly non-labor body which decides rate increases. That's the new Burleson democracy.

There are signs in the sky that the Atlantic City convention will generate a stroke of lightning that will clear up this whole "turn back" danger. A thunderbolt for the railroad and wire and shipping and political profiteers is on the way.

THE IDEALS OF WAR.

(By W. B. Rubin.)

War has never had an ideal, although ideals have been brought into being, frequently, out of the bloodshed and horrors of war. Begotten, sometimes, during the struggle and turmoil of conflict, the birth of an ideal follows at a much later date; and in many instances, an ideal, begotten before the war, comes to life after its end. No war in itself was ever begun because of an ideal, notwithstanding proclamations to that effect at the beginning or conclusion.

An ideal, like man, is conceived, not in human genius, but in the nature of things. Genius may contribute pedigree, as does prize breeding, but the life of an ideal, like that of an individual, comes into the world only after suffering and travail.

History attests that this great war was conceived in the desire for territorial aggrandizement and commercial supremacy; that Belgium, Alsace-Lorraine, Fiume, freedom of the seas, and so forth, were but the pawns upon the chessboard which selfish monarchs, powers, and nations sought for themselves.

Years and years ago, the thought, "Make the world safe for democracy," was conceived. Nature was responsible for it, and the human soul was pregnant with the embryo, but not until the very midst of this terrible struggle was the ideal brought to life. And if the child lives to fulfill all the hope which is centered about it, then the bloodshed, the waste and devastation, even the suffering and loss of life, shall have been well worth while, just as the birth of a healthy babe justifies the mother's risk.

But the war is now over, we hope, and the ideal, "make the world safe for democracy!" will not, for long, remain a suckling infant. It must begin the manhood struggle of real, earnest life.

Great men are now gathered around the peace table in France. The ideal, however, for the time being, seems to have given way to the claim and clamor of various peoples and races there represented. One might almost imagine that the peace table was a creditors' meeting, with the creditors making every effort to get as much salvage out of insolvent Central Powers as possible, some seeking preference rather than their legal pro rata distribution.

But all in all, let us not think that we fought this war in vain.

The ideal, safely brought to life, must survive, but it cannot live by itself.

It must be cared for.

It must be fed and nourished.

It must be given employment and duties.

This is an age of interdependence. No one man longer can live by himself, and this is also true of any one thought or ideal.

If the ideal, "make the world safe for democracy" is to flourish with all the enthusiasm with which it has been invested, let us, with full patriotism, energy, and sacrifice, see that its fruits are gleaned in the golden glow, in a world made better for being battle scarred in its attempt to achieve its ideal.

INSURANCE AGAINST SICKNESS.

The passage of the Workmen's Health Insurance bill by the New York Senate, after a hard struggle in which progressive Republicans and the Democrats joined forces against the reactionary "Old Guard," is the greatest legislative victory of the year for organized labor.

The State Federation of Labor and the women's trade union organizations took the lead in the fight for the Health Insurance bill as the next step in protective legislation following workmen's compensation. They were joined by many prominent civic, social service, and women's organizations, as well as by some far-sighted employers and physicians. Strong support was given to the bill by leading newspapers and the labor press. This favorable action gives New York the leading place among the States in advancing social insurance against sickness.

The purpose of the bill, as passed, is to conserve the health of the workers by establishing, under State supervision, funds jointly supported and managed by the employers and employes out of which workers in time of temporary sickness up to twenty-six weeks will receive benefits both in cash and medical care.

These benefits include a cash payment of two-thirds of wages, up to $8 weekly, during temporary illness or extended disability not covered by workmen's compensation, also medical and surgical treatment and supplies, hospital service, nursing attendance and dental care, and in addition a burial benefit of $100.

There is a special provision for maternity benefits. Working mothers and wives of insured working men will be given special care and adequate medical and obstetrical and nursing care at childbirth. For wage-earning mothers there is provided in addition a cash maternity benefit for two weeks before and six weeks after childbirth in order that they may be able to stop work at this time.

No physical examination of workers is required in order to secure the health insurance benefits and the bill permits entirely free choice of physician by the patient.

By making the health insurance system universal, with all profit-taking casualty companies eliminated, the cost to the insured workers will be only about 20 cents weekly in order to secure the full cash and medical benefits. Under the bill the employer is now compelled to share the burden of illness which the workers have hitherto carried alone.

HOME OF THE TORNADO.

The home of the tornado is the Mississippi basin. It never ventures east of the Alleghenies or beyond the mountain barrier of the West. The physical contour of the United States is responsible for this seemingly freakish favoritism. The Mississippi basin is walled in by high ranges, and with spring the warm, moist winds of the Gulf move up the valley. Then a cold wind sweeps down from the Northwest and the two are hemmed in. When they meet under the right conditions they go "round and round," forming what in popular parlance is a "cyclone." In meteorological text-books there is a distinct difference between a cyclone and a tornado. A cyclone is an atmospheric disturbance of from 100 to 500 miles in diameter, in which the wind moves in a circle in the opposite direction to the hands of a clock. All great storms which cross the United States from west to east are cyclones.

Demand the union label.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

teacher type, and many of them are so situated that numbers of children could claim exemption to attendance because of the distance to be traversed. Irregularity of attendance caused by farm work, berry picking and making holly wreaths for Christmas time further reduced the schooling of children in this county.

Rockefeller "Union" Having its Troubles.

The Rockefeller "union" is headed the way of all trade union substitutes, and has been rejected by Sopris, Colorado, employes of the Colorado Fuel and Iron Company, a Rockefeller subsidiary.

The Sopris workers show by this declaration that this scheme was forced on them:

"That the aforesaid company permit their employes at the mines to hold an election without interference by officials of the company, where a vote will be taken to determine whether or not we will continue to work under the representation plan as now in vogue."

These employes call on all workers employed by the company, "individually and collectively, to join with us in demanding that we be accorded the same treatment as the great majority of the coal miners of the United States are now enjoying."

Copies of the resolutions have been forwarded to officers of the company, to John D. Rockefeller, Jr., and to the United Mine Worker, official magazine of the United Mine Workers.

Set Child Standards.

Minimum standards for the welfare of working children were drawn up in tentative form as a result of a three-days' conference on child welfare standards, held in Washington, D. C. These standards will be further discussed at regional conferences to be held during the next three weeks in several cities under the auspices of the children's bureau of the United States Department of Labor.

Sixteen is set as the lowest age at which children can go to work in any occupation during the months when school is in session. Nine months' schooling, either part or full time, for children between 7 and 18 years is proposed as the minimum educational standard. A child of 16 cannot go to work unless he has completed the eighth grade. Education beyond the eighth grade is to be provided for employed children between 16 and 18 years old by attendance at day or continuation schools.

The work day of minors shall never be longer than eight hours and for children between 16 and 18 years shall be less than the adult's working day. Night work and employment in hazardous occupations shall be prohibited.

Unions Speak For Labor.

The claim of anti-unionists that the organized workers cannot speak for 30,000,000 unorganized workers is answered by the Washington Herald, which declares that "unions represented labor when they had but 5 or 4 or even 1 per cent. organized."

"The policies they expressed with 100,000 members drew to them 2,900,000 more," says this paper. "They could give no more convincing proof of approval. Organizing the 27,000,000 more would not change the policies.

"The unions represented all labor in industrial struggles. That 10 per cent. in a union, have thousands of times called, conducted and won strikes with the consent and loyal allegiance of the remaining 90 per cent. does not prove intimidation, but that the unions voiced the aspirations of all. Denouncing such a situation is simply scolding facts.

"Reactionary employers and radical demagogues agree that unions do not represent labor. The experience of half a century proves them wrong. What the unions think and do to-day, all labor thinks and does to-morrow."

PASSING OF CAPITALISM.

It has been freely admitted that this world, socially and industrially, can never be the same henceforth as it was previous to the great war; and, forsooth, it will not.

The history of the world, or of Humanity, is naught but a record of ceaseless mutations in its social and economic life. There has in fact never existed anything like a quietus neither of physical nor mental functions. We can go back to the very origin of life itself and invariably find a state of progression or retrogression.

We are, after all, only an insignificant, though animated, part of this terrestrial sphere floating in infinite space, subject to all the environments which the elements have created, be they beneficial or detrimental, genial or militant against the fullness of animal life.

It would not be a tenable assertion to say that everything in nature is perfect; for she has her defects. We are told by many how well arranged everything is in this universe; but they never tell us how much better many things could have been. Nature is both liberal and penurious, harmonious and chaotic, relaxing and inexorable; she builds and destroys, gives and takes, kills and creates, works by laws that are without apparent conscience or design. Hence we have learned that even nature, if she is to serve a useful purpose in conducing to our physical welfare or otherwise, must, if possible, be guided by intelligence.

Mankind, a product of nature, is one of the results of a few hundred thousand centuries of combining and molding some heterogeneous substances. Socially, industrially, and perhaps even physically, it is yet in its formative period. The human race has nearly passed through four social epochs; namely, Savagery, Barbarism, Feudalism and Capitalism. The first three served their purpose, and were by turn compelled to give way to a succeeding form or system more fit and adapted to conditions, and which is our modern system, termed capitalism. This system, whose industrial activities are carried forward for no other object than the acquirement of a maximum of private profit and on whose instability and fluctuations the masses of the people must depend for their sustenance, has also well-nigh run its course, as it can no longer minister to the needs of modern society. It is at best only a monstrous makeshift, with inconsistencies and inequalities that have generated a lot of social horrors, such as poverty, crimes and disease. It cannot survive, if the Human species is not to utterly degenerate.

What is the next? This can best be answered by presenting the conclusions of scientific data gathered by expert students of economic evolution in Europe and America. And these in a summarized form are: As modern labor-saving inventions have more and more socialized production, so the need of socializing the means of production has ever more come to be realized by those who use the machines of production, but do not own them; namely, the producing wage-workers; that the seed of the new proletarian spirit which had been maturing in Europe for a hundred years needed just such an impetus as was furnished by the cataclysmic upheaval to impel its potential powers into practical operation; and that the present rising of the toiling millions is not a cause, but an effect of the peculiar circumstances of economic determinism.

The last phase of this evolution was perhaps partially unexpected by the ruling monarchs and commercial exploiters, but wholly anticipated by every student of the social phenomena. One of the essential facts which have caused labor to combine internationally is that, as the interest of capitalism is identical the world over, so also must the interest of labor be identical irrespective of national boundaries.

There can be no lasting peace or real democracy on this earth before a working-class republic is established in every land, and in which all shall be workers. The beginning of such a democracy will of necessity be marked with many blunders and mistakes by the untrained servants from the ranks of the sons of toil, but they are nevertheless the raw material of which future society must be built. And, then, the arts and sciences and the inventions are our legacies, the storehouse of nature and our power to produce is unlimited.

When there is only one class in society—the working class—and all are allowed to work, and when idle or useless members shall no longer exist, an equal distribution of all the wealth will be the beneficent result: there will be enough for all, but needless opulence for none. And when Man has thus ceased to struggle for an existence and emancipated himself from his mere animal life, he can be at leisure to begin the cultivation of his mind and the improvement of his body; which eventually shall result in an intelligent, cultured, healthy and contented race inhabiting this globe.

JACOB JOHANSEN.

OUR WASTE OF LUMBER.

The Forest Service estimates that American lumber mills produce no less than 36,000,000 cords of waste every year. About one-half of it goes into the furnaces as fuel: the rest is burned as refuse. A comparatively small quantity, 20,000 tons or more, is ground into wood flour, just as grain was ground in old-time mills. The product is divided between two widely different industries, the manufacture of dynamite and the manufacture of inlaid linoleum. Both require a white or very light-colored flour, which is obtained mainly from spruce, fir, white pine, and poplar. The flour used in making dynamite must be very absorptive, so that there will be no leakage of nitroglycerin from the finished product; it must also be white, since lightness of color in dynamite is regarded as a sign of freshness.

FEUDALISM IN CALIFORNIA.

(Continued from Page 7.)

50,000 acres each; that one of them is of 101,000 acres and another of 183,399 acres;

"5. That of the 2,295,140 acres mentioned above, at least 666,886 acres, or 29 per cent., are now or are potentially tillable;

"6. That a considerable part of this tillable land lies idle, and that another considerable part of it is not devoted to its most beneficial use; that, though there are many thousands of persons eager to get access to this land, much of it is not for sale under any circumstances, and that such portions as are for sale are held under prices usually beyond the productive value and on terms of payment which mean great hazard or ruin to the purchaser."

The large holdings are in part an inheritance from Spanish-Mexican times. Some of them have remained almost intact, others have been consolidated to even larger holdings, some have been reduced in size, but only a few have been broken up into small holdings. Other big estates are now consolidations for speculative ends. A considerable variety of the motives are presented why at various times various owners have laid field to field and of the manipulations, oftentimes dishonest, by which they contrived to secure the wealth necessary for that foundation of semi-feudal estates. Here, for instance, is the estate of the Rindge family, in Los Angeles county, representing "an American succession to a Spanish-Mexican ownership and the establishment of a manorial estate."

"It is the instance of a little principality, defiant of the law and of public sentiment, determined to live its independent life regardless of the demands and the interests of a society with which it is in perpetual discord. Its conflict with the outside world is an ever-recurring issue in the courts. It holds to its land, of which it makes small use, merely through an obstinate pride of possession."

There are, of course, among the large estates some that carry on legitimate and useful ranching and farming enterprises on a large scale; but such operations are apt to be over-capitalized and over-systemtized and, sometimes, carried on at a loss, especially when owned by absentees. and over-systematized and, sometimes, carried on succeeding generations of the same family, more from sentiment than because they pay, and with insufficient capital to develop them for maximum productivity. And again, even more analogous to the English prototype, there is the large estate with its "home farm" carried on by the owner, and the greater part of the tillable land leased out to tenants under rigid restrictions.

There are no uniform, traditional conditions and terms of sale; these depend, rather, "upon the land hunger or the financial ability of the purchaser, the need or the momentary purpose of the seller, or the caprice of either." Sometimes there are rigid demands for the construction of houses and other improvements within a stipulated period; terms of repayment are usually short and sometimes almost amount to cash transactions. Harsh as they are, the terms cannot, of course, always be enforced; and since the purchaser is forced to pay interest on deferred payments, at a high though not necessarily usurious rate, the seller can afford to be lenient.

How the more recent consolidations have been accomplished is known history and need not here be restated in detail. "The great frauds," as the report states, "practiced upon settlers in California form a chapter in the State's history which is an ineradicable disgrace. The spent savings and the toil of thousands of ruined lives have gone to the making of a few fortunes, and for all this deceit and robbery there has been little or no redress. Powerful interests stand determinedly in the way of any effective reform." But the actual conditions under which the land of California affords a home and livelihood to its present population is of the gravest consequence to the prosperity, not only of the State, but of the whole nation. Tenancy is on the increase. and will further increase as the difficulty of securing wage labor becomes more pronounced. It does not follow, however, that laborers become tenants and that tenancy is merely a step towards independent farm ownership. "Such transformations," we are told, "are too few and scattered to affect the general conditions." Towns and cities pay their tribute to the masters of the soil. The influence of wealth, rung from an exploited people, reverberates in the halls of the Legislature.

What are the remedies? The commission, in making its report. had before it three proposals: that of the single-taxers for an exclusive tax on unearned increment in land values; that of the Tax Commission—based upon an investigation made in 1917—for a scientific classification of lands and the assessment of land at full value "with a heavier burden to be placed upon unimproved and undeveloped lands than is placed upon those that are beneficially used;" and the land colonization plan already in partial operation.

The commission, after discussing these proposals, makes three recommendations preliminary to any specific reform:

"First, there is needed a formal declaration by the State of a land policy . . . broad enough to aim at an immense increase in the number of tillers of the soil and the creation of a prosperous and secure rural society.

"Second, there should be a genuine co-ordination of every bureau, commission or other state agency having to do with rural land and the supply of water.

"Third, there should be legislation requiring from the county assessors the annual gathering and tabulating of statistics regarding the size of farms, the number of landholders, and other useful information regarding agrarian conditions."

On this basis, the commission—with arguments which we have not here space to reproduce—earnestly pleads for the adoption of a graduated land tax in California, based upon value (not acreage) and implying a clear distinction between land that is actually or potentially agricultural and land that is not. In addition, it would favor a great extension of State aid for the establishment of small holdings on the plan already adopted in California and carried out by the Land Settlement Board, with the addition of land purchase and settlement on a larger scale outside that plan. The great need, it contends, is first of all to make large landholdings unprofitable—no sound state policy is possible except on that foundation—and then to give such help by State provision of different kinds as will enable the citizens of California, and the newcomers attracted to the State by its great natural advantages, to build up that garden of wealth and happiness which has been the dream of untold thousands.

"NO ANNEXATIONS."

(By W. N. Ewer in the London Nation.)

Editor's Note.—The announcement that the British Empire is to be the "mandatory" for German East Africa, German West Africa, Naura, the German Samoan Islands and all the German island possessions south of the Equator, has provoked an English poet in the London Nation to the following satiric lines:

"No annexations?" We agree!
We did not draw the sword for gain,
But to keep little nations free;
And surely, surely, it is plain
That land and loot we must disdain,
Who only fight for liberty.

But, still—we cannot well restore
To the grim Teuton's iron yoke
The countries that e ruled before,
Rebind on liberated folk
The cruel fetters that we broke,
The grievous burden that they bore.

Of course it happens, as we all know,
That "German East" has fertile soil
Where corn and cotton crops will grow,
That Togoland is rich in oil,
That natives can be made to toil
For wages white men count too low.

That many a wealthy diamond fine
Makes Southwest Africa a prize,
That river-dam and railway line
(A profitable enterprise)
May make a paying paradise)
Of Bagdad and of Palestine.

However, this is by the way;
We do not fight for things like these,
But to destroy the despot's sway,
To guard our ancient liberties;
We cannot help it if it please
The Gods to make the process pay.

We canot help it if our Fate
Decree that war in Freedom's name
Shall handsomely remunerate
Our ruling classes. 'Twas the same
In earlier days—we always came
Not to annex, but liberate.

The man who insists upon "running his own business" would be more consistent and more successful if he would recognize the line between his business and the business of the human race.

If consistency were a marketable commodity the average employer would probably keep in stock an entirely different brand of anti-union argument (?).

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

The Government-owned Pauama Railroad has put into effect an eight-hour day for the longshoremen on the docks at Christobal and Balboa. The entire canal service now is on an eight-hour basis.

Wage increases averaging about $15 a month for approximately 70,000 employes of the American Railway Express Company has been announced by Director General of Railroads Hines. The increase represents an advance of $25 a month above the wage scale in effect the first of the year.

Employment in Michigan shops and factories was given to 693,688 persons last year, an increase of 67,631 over 1917, according to the report of the State Labor Commissioner. Average daily wages of Michigan workers increased from $3.26 to $4.14, while the aggregate daily pay roll increased from $1,775,855.86 in 1917, to $2,521,181.82 in 1918.

New York is faced with the possibility of a walkout of 17,000 school teachers if they do not get an increase in pay, Mayor Hylan was told at a public hearing in the City Hall on the Teachers' Equal Pay bill. A number of teachers were present to plead with the Mayor to sign the bill, but it was opposed by representatives of real estate interests and others.

According to statistics gathered from the Canadian Department of Labor, the year 1918 shows a big increase in the trade union membership in Canada. At the close of 1917 the membership stood at 204,630, comprised in 1974 local branches. The increase in 1918 was 44,257, bringing the reported membership to 248,887, comprised in 2,274 branch unions, an increase of an even 300.

Complete returns from the April elections in the Central West indicate numerous successes for the new Labor Party in the smaller towns. All candidates have been elected in Fort Madison, Iowa, Beardstown, Marysville, and Westville, Ill. In Kankakee five Aldermen out of seven were elected. In Aurora (population 30,000), the entire ticket was elected by 1,200 plurality, an electrician being elected Mayor and a bricklayer City Clerk. In Kewanee a Mayor and two Commissioners out of four were elected; in Collinsville, a Mayor, the City Treasurer and two Aldermen; in Batavia, a Mayor, two other city officers and two Aldermen. Joliet was lost by 297 votes and Bloomington (population 30,000) by 168,—all in Illinois.

The commission of employers sent to Europe by the Department of Labor to report on industrial conditions in England has just made public its report, signed early in March, covering impressions of the spirit that governs employers and employes in British industry. What the commissioners learned, they say, proved a revelation to them. Underneath the seething unrest expressed in speeches and in newspapers they found a remarkable harmony of purpose between Government officials, conservative employes, and virtually all employers. These groups are united in urging "the spirit of cooperation by recognizing and encouraging organizations of employers and employes" and "the need of maintaining production, former ideas of restriction on output having been discarded."

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Aase, Prof. R.
Ahearn, P.
Ackerstrom, P. R.
Akesen, A. R.
Alexio, Hakan
Alexanderson, C.
Almer, Robert
Alton, Nestor
Andersen, Andrew
Andersen, Ferdinand
Andersen, John N.
Anderson, Karl A.
Anderson, A. S.
Anderson, Olaf.
Anderson, F. V.
Anderson, Julius
Anderson, Alfred
Anderson, Adolf
Andrewsen, Andrew
Anderson, Olaf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Bach, Lars
Bendixen, Cooper
Berg, William
Berglin, G.
Berglund, Iver
Bergquist, Axel
Bloomgren, Adolf
Bjorkstrom, Arthur
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Borgen, Arne
Borshain, Andy
Boston, T. R.
Brandt, Otto
Bratt, F. W.
Bretson, Joe
Brogard, N. L.
Brown, Joseph
Brund, Nils
Burns, Charley
Bye, D.
Camino, C. C.
Cane, John
Carlsen, Louie
Carlsen, Oscar
Carlsen, Gunnar
Carlson, Magnus
Carlson, Erick
Carruthers, M.
Carstensen, C.
Caspersen, Carl
Chester, Elias
Christensen, Oscar
Christoffersen, B.
Christensen, Kristoffer
Cortes, P.
Conradsen, Julius
Cormstedt, Oscar
Clausen, Christ
Dahl, Pete
Dane, E. R.
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Joseph J.
Detmansen, Ditman
Dehler, Fred
Douglas, Walter
Draebeck
Drage, John
Dryer, Trygve
Duveland, Carl
Dutton, Henry
Dunn, Geo.
Dvievik, O. M.
Edston, Frank
Ekendahl, Walter
Ekstrom, George
Ellingsen, Erling
Elling, Alfred
Ellegaard, W.
Elisen, Sam
Engberg, Oscar
Ericksen, Otto
Erickson, Eric
Erickson, John
Esch, Joe
Fagerstedt, O.
Fiedje, J. A.
Fitzsimmons, Thos.
Fitzgerald, R.
Fernquist, C. W.
Flemming, W.
Franson
Freyfell, W.
Gabrielsen, Peder
Gallagher, Thos.
Gittler, Karl
Glaser
Gran, Aksel
Granroos, Elbin
Gullfelt, Anker
Gustafson, Oscar
Hansen, Olaf J.
Hansen, Jorgen
Hanson, G. Edgar
Hansen, Peter
Hattners, Magnus
Hardy, W.
Harwoold, Paul
Harrington, Quinn
Heger, Clarence
Helander, Chas.
Helmer, Fred
Helvik, Fred
Hendriksen, Robert D.
Heritz, Ivar
Hetvik, Fred
Heven, H.
Hilliard
Hilliard, C. R.
Holmquist, Einar R.
Holmquist, J.
Holst, Herman
Holst, Herman
Holmstrom, Harry
Hoolbrook, Jack
Hope, Martin
Howard, Geo.
Hvid, Hans
Janzen, Emil
Jensen, Henry
Jensen James
Joe, Mr.
Johansen, C.
Johanson, Carl
Johanson, Erik
Johanson, J.
Johanson, Adler
Johnsen, Angell
Johnsen, Carl R.
Johnsen, Halvor
Johnsen, Alexander
Johnson, Peter M.
Johnson, Ernest
Jonas, A. H.
Jorgeson Fredrick
Jorgensen, Aksel N.
Julius, F. E.
Ingebritsen, Olof
Iversen, Ole
Karlsen, Oscar
Karlsen, A.
Karlsen, Ludvik
Karlson, Erick
Karlson, Ingvald
Karlstrand, Gus
Kaleva, Johan
Kelly, D.
Kindlund, Otto
King, A. H.
Klinteberg, S.
Koppen, Oluf
Kofoed, Geo.
Kruger, Johan
Kristiansen, A.
Kristensen, John
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Larson, G.
Lee, Christ A.
Lee, Lauiritz
Lee, J.
Lersten
Levine, Ben
Levi, Theodore
Licht, Peter
Lindholm, B.
Lindroos, Oscar A.
Lokly, B. J.
Loken, Carl
Lund, E.
Lundgren, Carl
Lurvaag, H. J.
Lutzen, Valter
Lux, Chas. F.
Magnusson, L.
Maher, Thomas
Maitland
Mangsted, J.
Malone, Bart
Martindale, Jack
McCoy, James
McDonald, Wm.
McGovern, R.
McGregor, J.
McGuire, J.
McLeod, Angus
McPherson, James
Mehlum, M. L.
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Miller, A.
Moline, August
Morrison, William
Mortensen, J. R.
Moyer, F. H.
Muir, James
Myammes, Johan
Naero, H.
Nazel, Adolf
Nelsen, Herman
Nelson, Axel
Nelson, Emil
Nielsen, Christian
Nilsen, Oscar
Nilsen, Andreas
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Ness, L.
Newman, John
Nolan, James
Nordberg
Norberg, A. A. E.
Nord, C. W.
O'Connell, J.
Olsen, Herman
Olsen, Albert
Oliver, James
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olson, Hialmar
Olsan, Geo.
Olson, Ben
Olson, Joseph
Olson, John
Orling, Gust
Overland, Oscar
Overturf, J. C.
Pearson, Johan
Pedersen, Karl
Pedersen, P.
Petterson, A. K.
Petterson, Herman
Platiko, N.
Punis, Anthony
Quandt, A.
Rasmussen, Chr.
Reed
Ring, Walfrid
Romahl, Olaf A.
Roon, Oscar
Rudvig, H.
Ruhe, Hans
Runnquist, Gust
Rydquist, Carl H.
Rylander, Rudolf
Sassa, Hjalmar
Sabones, T.
Samuelsen, Edward N.
Schwarsien, Wilhelm
Schyrsler, C.
Scon, Arthur
Selen, Guslaf
Simmons, J.
Sodwich, Benj
Sorensen, Andrew
Sorensen, George F.
Sorger, Eddie
Strand, Charles
Staff, Charles
Sears, Guy Loren
Swanson, Charles J.
Swanson, Rasmus
Swanson, Will
Taevig
Taft, Pete
Tarko
Thorsen, Forger
Thompson, Peder
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Tornquist, Henry
Torwik, John S.
Toyra, Adolf
Trane, Kudri Miro
Traverson, Louis
Tuomien, John
Turreck, Joe
Waldham, Chester
Walgren, John F.
Wall, William
Walters, Alfred
Ware, Tom
Warjo, K.
Ween, P.
Welch, Patrick
Weld, Lynne A.
Wick, John
Wilkeson, Dave
Wille, Louie
Wilson, Gus
Wilson, C.
Williams, T. C.
Wold, Peder
Wrieboden, W. van
Wullium, Justine
Vanus, Hugo
Voigt
Ylinen, Sam
Yarkley, Andon
Zebe, Guslav
Zimora, George
Zolenk, A.

Aberdeen, Wash., Letter List

Albers, Geo.
Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Christensen, Harry
Doll
Gomes, M. G.
Hahlf, J.
Halvorsen, H.
Hedrick, Jack
Hederstrom, T.
High, Edward
Holm, Wm.
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Malkoff, Peter
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nystrom, R.
Oleson, W.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Patterson, E. G.
Pedersen, N. B.
Reiersgord, H.
Risenius, Sven
Rosenblad, Bill
Rosenblad, Otto
Schroder, W. C.
Soderlund, Uno
Svenson, B.
Sundquist, Walter W.
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.
Wilson, W.

Alaska Fishermen

San Francisco

Anderson, John
Dandman, John
Danertson, Arthur
Erickson, J.
Ericksen, John
Gullefsen, Hans
Glynn, Frank
Hanson, L.
Hanson, Emanuel
Hansen, J.
Johanson, F. C.
Jensen, A.
Jorsel, C. A.
Johansen, Gus
Johanson, J. G.
Jacobsen
Jeuett, Charles
Kjendalen, Ole V.
Kuhn, J.
Kruger, Wm.
Kittilsen, Carl
Lindberg, A.
Larsen, Olof
Mittchel, Joseph
Mikelson, Peter
Norberg, J. A.
Nyberg, Gust
Nannestad, Arthur
Nilsen, Emil
Norberg, Herman
Olson, Anskar
Repanen, Andon
Sheldon, C. B.
Sterndock, J.
Sobstad, Peter
Simonds, J.
Steen, J. T.
Thompson, A.
Weber, Fred.
Weisham, R.

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions. 1 Broadway, Room J, New York City. 10-16-18

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

The Public
A Journal of Democracy

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Anderson, Albert	Lehtinen, Armas
Anderson, C.	W.
Andreasen, N.	Melgant, F.
Ahren, Wm. J.	Miller, Harry
Backman, Peter W.	Mikkelsen, Harry
Bjork, Rudolf -2206	Mortensen, R.
Bohm, Franz	Murphy, Francis Leo
Christensen, H. P.	Nordman, Alek
Duret, J. E.	Nielsen, Jens
Eikland, Ole	Nilsen, Chas.
Elliot, Austin A.	Nielsen, W. -1000
Eriksen, C.	Nogat, E. G.
Guildersen, W. E.	Nelson, Harry
Guthrie, V. A.	Ogilvie, Wm. A.
Geiger, Joe	Olsen, Kristian
Graaf, John D.	Pope, Herbert
Harding, Ellis	Powell, H. A.
Hartman, Fritz	Paulsson, Herman
Hauschild, B.	Peterson, Frank A.
Henrikson, Wm.	Petersen, Anton
Henriksen, Geo.	-1675
Hill, Chas.	Petesen, Knut
Johansson, Charles	Petter, G.
-2407	Rensmand, Robert
Johnson, Karl	Ruisgaard, Soren
Jorgenson, Earl	Rosenblad, B.
Jensen, H. T.	Ross, Geo.
Johansen, Johan	Samuelsen, S.
Johnson, C. A.	Siebert, Gust
Kase, A.	Sjolund, Victor
Kaskinen, Albert	Swanson, Ernest
Kristensen, Wm.	Swenson, C. E.
Kelly, Wm.	Thompson, Walter
Knofsky, E. W.	Thorsen, Ole
Kulik, John	Thoresen, Ingwald
Laatzen, Hugo	Toomey, Paul
Larsen, C. J.	Tuhkanen, Johan J.
Larsen, Carl C.	Wold, Frank
Larsen, Hans	Ulvestad Knut
Larsen, Ragnar,	

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August	Martinsson, E.
-1134	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anton	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea	-1287
(package)	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magall, Michael	

INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

MARITIME HALL ASSOCIATION.
SUMMARY OF RECEIPTS AND DISBURSEMENTS.
April 1, 1918, to April 30, 1919.

Receipts:—		
Rents:—		
Alaska Fishermen's Union	$1,950.00	
Sailors' Union of the Pacific	1,950.00	
Associated Milk Producers, Inc.	2,900.00	
Total		$6,800.00
Interest:—		
Hibernia Savings and Loan Society		46.67
TOTAL RECEIPTS		$6,846.67
Disbursed:—		
Taxes	1,391.82	
Check Writer	27.50	
Insurance	439.20	
Salaries	270 00	
Operating Expense	321.33	
Repairs	1.50	
Attorney Fee	50.00	
TOTAL DISBURSED		$2,501.35
Excess of receipts over disbursements		$4,345.32
Cash on hand April 1, 1918	$4,927.92	
Excess of receipts, as above	4,345.32	$9,273.24
Less:—Dividends		7,000.00
Balance		$2,273.24
Overdraft at Seaboard National Bank		337.16
Total		$2,610.40
On hand in Hibernia Savings & Loan Society		$2,610.40

NOTE:—The overdraft at the bank was covered by the deposit on May 1, 1919, of the rents for May.

Respectfully submitted,

I. N. HYLEN, Secretary.

FINANCIAL REPORT by certified public accountant T. E. Atkinson for the year ending April 30, 1919, is herewith submitted as follows:

We have to report that we have made an audit of the accounts of the Maritime Hall Association for the period of thirteen months, from April, 1918, to April, 1919, both months inclusive, and make this report of the same.

The income and disbursements are properly recorded and we find that all receipts are fully accounted for, and there are proper vouchers on file covering the expenditures.

The records are in their usual good shape testifying to the careful work of the Secretary and Treasurer.

The Summary of Receipts and Disbursements attached hereto furnishes the following data:

Total of rents received the sum of	$6,800.00
Interest on Sinking Fund the sum of	46.67
making a total of receipts in the sum of	6,846.67
The total of disbursements is the sum of	2,501.35
for the expense of operations, leaving an excess of receipts for the period of	4,345.32
and with the balance on hand April 1, 1918, of the sum of	4,927.92
give the sum of	9,273.24
to be accounted for.	
Dividends paid in 1918 and 1919	7,000.00
leaves a balance of cash on hand of	2,273.24
which is exclusive of the overdraft of	337.16
making a total of	2,610.40

covered by the SINKING FUND on hand.

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INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father. Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal. 4-30-19

Home News

Five-cent bread is to be demanded by 10,000,000 or more consumers in a petition to Congress drawn up and sent throughout the country by the National Housewives' League, Mrs. Julian Heath, president of the league, has announced. The petition calls on Congress to take such action at the special session as will relieve the flour market and bring the price of bread to the pre-war figure.

Regarding the salaries now paid to customs officials as "nothing short of a national disgrace," L. S. Rowe, Assistant Secretary of the Treasury, speaking at the National Conference of Collectors of Customs and Appraisers of Merchandise, just held at the Customs House, urged that Congress make possible a speedy readjustment of salaries to assure employees of the customs service a living wage.

Compulsory health insurance for workers is recommended as a foremost "measure of essential and enforcible health protection" in a report made to the Governor, by the New York State Reconstruction Commission. The Commission's recommendation is in line with the conclusions of legislative commissions in New Jersey, California, Ohio, and Massachusetts, which after investigations of sickness conditions among workers all urged the adoption of compulsory health insurance laws.

Dr. Henry Glassberg, teacher of history in the Brooklyn High School, accused of having defended Bolshevism before his pupils, while admitting to members of the Board of Education who tried him on the 9th that he was a Socialist, said: "I claim the right to hold whatever views of a religious or political nature I wish so long as I do not use force in making them known or, as a teacher, talk them to the pupils of my class. I do not encourage my boys to discuss views antagonistic to the Government."

The Supreme Court of Connecticut has ruled that, under statutes of that State, compensation should be paid to illegitimate children of an employee killed by accident: Compensation is not awarded either as the price of fault or as a measure of duty owed to the injured employe. The underlying principle is lifting from the shoulders of unfortunate victims of industrial mishaps and their dependents some measure of the resulting burden and casting it upon the industry which occasioned it, and through that industry on society at large."

Among the facts contained in a recent report on lynching the following figures are cited: For the thirty years' period from 1889 through 1918 the North had 219 victims, the South 2834, the West 156 and Alaska and other localities 15. Georgia leads in this ascendency with 386 victims, followed closely by Mississippi, with 373 victims, Texas with 335, Louisiana with 313, Alabama with 276, Arkansas with 214, Tennessee with 196, Florida with 178, and Kentucky with 169. Fifty colored women and eleven white women were lynched in fourteen States. Thirteen of the fourteen States in which women fell victims to mobs were Southern States, Nebraska being the only State outside the South which lynched women. The North and West together have lynched 21 persons during the last five years' period, whereas during the same time 304 persons were lynched in the South.

Domestic and Naval

The "Lake Blanchester", which has arrived at Panama with forepeak leaking and will have to discharge is laden with general cargo from Baltimore. She is owned by the Shipping Board, 2346 tons, built at Cleveland, O., in 1918.

The three-masted British schooner "Lucille," 164 tons reg., built at Parrsboro, N. S., in 1906, and owned by Geo. A. Hankinson, has been sold to A. Moulton & Co., and I. H. Mathers & Son, Halifax. She is registered at Bridgetown, Barbados.

Three of the four battleships which helped destroy the Spanish fleet off Santiago in 1898—the Indiana, Massachusetts, and Iowa—are to be placed out of commission, the Navy Department announces, and their names reassigned to new super-dreadnoughts.

The "War Toronto", bound out from Montreal, and reported to have grounded in the St. Lawrence, has the distinction of having started the season of such mishaps in that river. She is a wooden steamer of 2300 tons, built at Toronto in 1918 for the British Government.

The Cunard Steamship Co., Ltd., of Liverpool, have placed an order for a large steamer with Messrs. R. & W. Hawthorn, Leslie & Co., Ltd., Hebburn-on-Tyne. The dimensions of the vessel are said to be not entirely settled as yet, but the contract is an important one.

The steamer "Queen Alexandra" (Br.), ex "Elfland," 4,211 tons gross, 2,670 net, carries about 7,350 tons deadweight; built at Newcastle in 1914 and owned by the Dunlop S. S. Co. Ltd. (Thomas. Dunlop & Sons, mgrs.), Glasgow, is reported sold to Cardiff owners on the basis of £20 per ton d. w.

The Bethlehem Steel Co. expects to build a floating drydock at Quincy Point, Boston Harbor, to be operated in conjunction with the Fore River Plant of the corporation. The plans call for a sectional dry dock capable of accommodating two 500 ft. steamers of 10,000 tons each, or one 700-ft. ship of 18,000 tons or upward. The dock will be accessible at mean low water to vessels drawing 30 ft. and will be ready within about four months from the time of beginning work.

With the clause in the draft of the Peace Treaty making German shipyards available for the construction of 200,000 tons of shipping annually, doubt has been expressed whether there is sufficient scope in the world to-day to keep busy all building slips in the United States which are adapted to the construction of steel ships. Of wood and concrete, nothing need be said as both propositions are already dead issues. There is urgent demand in Scandinavia for small coasting boats which could be taken care of by the shipyards on the Great Lakes, but there is little hope of orders being forthcoming from Great Britain, while France will probably find it more to her advantage to build in Germany and credit the cost thereof to the reparation account for the heavy losses which her shipping sustained as the result of the submarine warfare. The liner losses of Great Britain were enormous and it is quite indicated that she will have first call on such great establishments as those of Blohm & Voss and Vulkan in Hamburg, and Schichau at Danzig, for the rebuilding of her liner fleet.

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DECEMBER 31st, 1918

Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Adams, Christ
Ahlfors, Arthur
Ahokas, I.
Ahlburg, Max
Ahlstrom, Andrew
Alto, Vaino
Alfredsen, A.
Alne, G.
Alto, Henry
Amsler, Chas.
Amundsen, A.
Andreasen, H. 1477 -2185
Andersen, N.F.-1976
Andersen, Adolf
Andersen, N. -1549
Anderssen, Hans C.
Anderson, A. -2031
Anderson, C. A.-421
Anderson, Eric
Anderson, Ingmar
Anderson, Julius
Anderson, Emil J.
Andersson, Gunnar
Andersson, J. -1246
Anderson, Axel
Andersen, Olaf
Anderson, Gustaf A.
Anderson, John
Anderson, Otto
Andersson, C. J.
Antonsen, Arthur
Antonsen, Marius
Applequist, John
Asberg, Chas.
Aunberg, John S.
Axelsen, Geo.

Backman, A.
Ballod, F.
Basanta, Antonio
Barentse, J.
Battenberg, John
Beck, John A.
Berg, Harold
Berseth, R. J.
Berthelsen, Chas.
Bergman, G. A.
Berglund, Emil
Billington, M.
Blake, F.
Blindheim, A.
Block, John
Blomgren, C. A.
Blomgren, Adolf
Bock, Jimmy
Bodie, W. L.
Bockstrom, Fridolf
Borgesen, Laurits
Boyle, Joseph
Burnsey, C.
Bye, Alf.

Carlson, C. Aug.
Carlson, E. S. -1769
Carlson, G. -1190
Carr, R. W.
Catechis, L.
Chavez, Mariano
Chilcott, G.
Christensen, R. H.
Christensen, Christian
Christiansen, Laurits
Christoffersen, G.
Christensen, Oskar
Christensen, V.
Christiansen, L. P.
Christenson, Hans
Christopher, J.
Clausen, Louis
Clingan, Paul
Colville, Geo.
Colman, J.
Corneliussen, M.
Corron, G. R.
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Cowell, E. W.
Crane, H. G.
Crew, E. G.
Crowley, Fred

Dahlstrom, Sven
Damberg, A.
Darrah, K.
Davey, Chas.
Deder, J.
Deswert, W.
Dolan, Chas.
Dommelen, G.
Doring, Julius
Dresser, Claton
Duivenboden, W.
Dwyer, E. J.

Edwardsen, Ole
Edmann, O. -557
Einard, S.
Einartsen, Hans
Engstrom, Ben
Erickson, John
Erikson, Chas.
Ericsson, C. L. E.
Eriksen, Ole
Erikson, Gustaf E.
Ertman, E.
Esterberg, Gust
Etherton, W.
Evensen, Louis
Evensen, Martin
Eversen, Petter
Ewerett, W. J.

Fahey, Michael H.
Farevaag, C.
Feinberg, Max
Fels, Harry
Fernstrom, Fred
Figved, Sigurd
Fjellman G.
Flinkenberg, Uno
Flint, C. D.
Fridge, H. O.
Frizzel, R. L.
Fraser, A. V.
Fredrick, Lee
Freiberg, P.
Friberg, Carl

Gibbs, W. F.
Graham, Eric
Gregg, Oliv.
Gundersen, Andreas
Gundersen, N. F.
Gundersen, Ole
Gustafsson, Valter

Hagburg, Gust
Hagerty, W. J.
Haggkvist, Chas.
Hakala, Paavo
Halversen, Erling
Hampson, H. A.
Hammer, Carl
Hansen, H.
Hansen, Ralph
Hansen, M. -968
Hansen, Henry
Hansen, R.
Hanson, P. S.
Hanson, Kai L.
Hanson, August
Hansson, O. Rudolph
Harbst, J. D.
Harju, J. W.
Heide, Tom
Heino, Aug.
Heldahl, T.
Helindahl, A. -1487
Hellman, H. W.
Hellsten, G. -2168
Helwes, Fred
Henrikson, V.
Hering, Alfred
Higgins, P.
Highland, D.
Hilliard, Chas.
Hoffman, G. I.
Hoglander, M.
Holk, Geo.
Hollander, D.
Holman, W. -2304
Holm, Arthur
Holm, Astrip
Holm, Stephen
Holmgrer, Carl
Holmstrom, Geo.
Hovde, M.
Hugo, O. W.
Hved, Hans

Jacobs, F.
Jacobson, Karl
Jacklin, Chas.
Jacobsen, Joakim
Jacobsen, Jacob
Johannessen, B. E.
Johanson, Arvo
Johanson, A. -2183
Johansson, E. -2715
Johanson, K. 2094

Jade, Hans
Jaderholm, H.
Jamsa, Juho
Jansson, Frederik
Jansson, E.
Jansson, K. H.
Jarzombek, J.
Jensen, E. A.
Jensen, Laurens
Jewett, Chas.
Johansen, A. E. -2412
Johansen, J. A.
Johnson, Nath.
Johnson, E. -2533
Johnson, John E.
Johnson, Matt
Johnson, Michael
Johnson, Oscar
Johnson, Norman
Johnston, Leslie
Jones, E.
Jonsen, H. -2213
Jorgensen, -2458
Jorgensen, Robert
Jorgensen, H. F.

Kaasik, Aug.
Kalberg, W. -688
Kallberg, Arvid
Karlsen, Martin
Karlsson, John
Karlsen, -1190
Karlson, Oskar
Karlsson, August
Kasper, Walmar
Katehes, Constantino
Kennedy, J. R.
Kipste, Chas.
Kirkham, Geo.
Kittelsen, Karl
Kjellberg, A. C.
Kjellander, Ben
Klemmensen, E. A.
Klink, Alfred
Knappe, A.
Knoph, John O.
Knudsen, Andrew
Knudsen, Hans
Knutsen, Karl
Knudsen, Hans
Kolbe, A.
Kooistra, S.
Krishjan, K. W.
Kristiansen, Nils
Kristoffersen, G.
Kulbom, Oskar

Laine, A. A.
Laino, F. R.
Lamberg, Herman
Lambert, E. J.
Langreder, H.
Larsen, J. -2012
Larsen, M. -1710
Larsen, N.
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larsen, Alf
Larsen, Emil
Larson, Allen
Larson, J. -1209
Larsson, Ragnar
Laugsen, Ola
Laugesen, C.
Laursen, N.
Leathers, L. E.
Leskinen, John
Liksna,
Lindner, J.
Lindroos, A. W.
Lindblad, L. Gust.
Lindblom, A.
Lindblom, B.
Lindgvist, Chas.
Lingvist, John
Littchen, A.
Locke, A.
Loberg, Bror
Loughrey, C. W.
Lund, John A.
Lundberg, Allan
Lundin, C. -1054
Lundroth, Edvin
Luoto, Waino
Lux, Chas. F.

Magnusson, Karl
Magrude, O. G.
Maiki, David
Maki, Kauno
Maline, S.
Malmin, T.
Mamers, Carl
McGillivray, F. B. D.
McManus, P.
McNair, H. S. S.
McNeill, S. R.
Matheson, A. -2245
Mehrtens, K. H.
Melander, G. L.
Melis, D.
Mescall, Matt
Meyer, Fred
Meyers, G. R.
Michelson, John
Miller, Gerald
Miller, John
Miller, Willy
Milne, H.
Monsen, Mons
Moore, Joseph
Morisse, H.
Mortensen, Geo.
Mortensen, L. A. P.
Mullins, John
Munroe, A. J.
Munch, Hugo
Murmi, Victor

Nelson, John
Nelson, Emil
Newton, Arch
Nicolaisen, O.
Nielsen, H. P. R.
Nielsen, Harold J.
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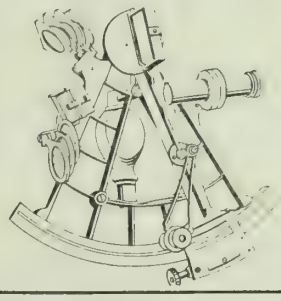
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News from Abroad

Tenants of Buenos Aires are organizing a strike against high rents demanded for dwelling houses as well as buildings used for business purposes.

The Copenhagen street car system, which is owned by the municipality, is proposing considerable extensions and the purchasing of additional cars to the value of $300,000.

Svensk Handelstidning of Stockholm says the Finnish Government is purchasing one industrial company after another, lately having bought the majority of shares in the A/B Tornator, whose capital stock is $3,000,000.

Dr. Fridtjof Nansen, head of the Commission to Feed Russia, is having difficulty in getting into touch with Nikolai Lenine, the Russian Bolshevist Premier, concerning the revictualing of Russia on condition that the Bolsheviki cease hostilities.

Eating in Great Britain is cheaper by far than in the United States, which produces the food, say Congressmen just back from visiting that country and France. "In England you can get a good meal at one-half the price charged in Washington," declares Representative William R. Green of Iowa.

According to the Copenhagen Berlingske Tidende, the Norwegian government expects to establish three new factories, one each at Aalesund, Haugesund and Vaagane, for making oil and fertilizers from herring. The combined output is calculated at 800 tons of oil and 6000 to 7000 tons of fish meal.

The cost of living in France at the close of the war as compared with its beginning is forcefully shown in a table published by Commerce Reports. Manufactured articles for the most part rose 500 per cent.; soap 1000 per cent.; apples 400 per cent.; kitchen coal 376 per cent.; and the lowest increase is in sugar, which is 231 per cent. The article is contributed by United States Consul Lay, of Paris, who states that the labor shortage in the devastated regions is probably 2,000,000.

The agreement of the Negro and native population of South Africa to refrain from political agitation for the duration of the war was formally renounced at a mass meeting of the colored citizens of Claremont called by the African Political Organization. An aggressive campaign of organization and agitation was determined upon and a resolution supporting "any action the African Political Organization may take to obtain the deletion of the 'color bar' from the Act of Union" was unanimously adopted.

All Scandinavia is busying itself with free ports. Copenhagen has had one for twenty-five years, and for several years past has been extending and improving it. Since the result of the war has become known, these activities have increased with a view to making serious competition with Hamburg for general distribution of foreign goods in northern Europe, especially around the Baltic. Then the competition was followed up by Stockholm, Goteborg, and Malmo, Sweden; and Christiania and Christiansand, Norway. Christiansand is more easily accessible to the regular ocean traffic than Christiania, but is not so good a distributing point for railroad traffic, and in general not such a banking and business center.

With the Wits

"Pessimism never pays." "Oh, I don't know. Dentists find looking down in the mouth profitable enough."—Boston Transcript.

Knicker—The postoffice has issued victory stamps. Bocker—Any stamp that succeeds in getting there is a victory stamp.—Cleveland Press.

Redd—The doctor said he'd have me on my feet in a fortnight. Greene—And did he? Redd—Sure. I've had to sell my automobile.—Yonkers Statesman.

Unlucky Motorist (having killed the lady's pet puppy)—Madame, I will replace the animal. Indignant Owner—Sir, you flatter yourself.—New Pork Post.

"The ancients disputed how many angels could dance on the point of a needle." "That's nothing. How many could dance on the Fourteen Points?"—Denver Post.

"How do you like my new hat, dear?" "Is it all paid for?" asked her husband. "Yes." "By George, it's the best thing I ever saw you wear."—Boston Transcript.

"What's the disturbance in the market place?" "It's a mass meeting of the women who've changed their minds since the morning and want to alter their voting papers."—Punch.

"How's your husband getting along, Mrs. Fogarty?" "Well, sometimes he's better and sometimes he's worse, but from the way he growls an' takes on whin he's better, Oi think he's better whin he's worse."—Boston Transcript.

"Young Jobbles has bought a rakish roadster." "It's spite work, I fear." "How so?" "The money spent for that car was intended for a bungalow. Young Jobbles wants to show the girl in the case that he has no intention of proposing a second time."—Birmingham Age-Herald.

"From what you tell me, Sam, you've been a busy man all your life." "Yes, sah; yes, sah." "You've done a great deal in your time and day, Sam, I guess." "Yes, sah. Dat is, I's done a good lot in mah day, but it was in de boss' time, sah."—Yonkers Statesman.

"Young man, did you kiss my daughter in the hall last night?" questioned the stern mother. "I thought I did," replied the diplomatic young man, "but really you look so young I can't always tell you and your daughter apart." Whereupon the storm passed over.—Houston Post.

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VOL. XXXII, No. 40. SAN FRANCISCO, WEDNESDAY, JUNE 11, 1919. Whole No. 2542.

THE U. S. STANDARD OF LIVING

Normal Requirements of the Average American Family

The Department of Labor has issued a statement containing the information that it requires $2500 per year to keep the average family going at present prices. That means that the American standard of living cannot be maintained on less.

The American Federation of Labor understands exactly what is required to maintain a decent standard of living and for that very reason it took the stand when the armistice was signed that there should be no reduction of wages.

It is a moral certainty that the average wage earner is not getting $2500 per year. The American Federation of Labor has declared that in many cases wages need to be raised. Labor knows what it is talking about, for it speaks for the men who have to fight the battle of making wages meet standard of living. Once more, wages must not go down!

Will "Captain" Dollar and his soulmates kindly take note of the figures given out by the Department of Labor?

A year's study by the United States Department of Labor of living conditions in this country shows that salaried family men of the $2500 class or less find saving difficult. According to the tabulations many families can show a surplus of only $50 at the end of the year and that most show a deficit. Meanwhile the cost of living continues to soar.

The investigation shows that approximately 20 per cent. of the total income is all that the "average family" has left after making necessary expenditures for food, clothing, rent, light, heat and furniture. Out of this 20 per cent. surplus must come all costs of medicinal attendance, amusements, entertainments, donations to churches, education and miscellaneous expenses.

In order to get reliable information as to the average income of the average American wage earner, the News Bureau of the American Alliance for Labor and Democracy communicated with the officers of a number of international unions. While definite figures are difficult to secure, the answers received make certain the fact that if the standard of living which the United States Department of Labor bases its figures is to be maintained there must not only be no reduction in wages, but there must be, on the contrary, a further increase. In not a single reply to the inquiry sent out was there an assertion that the average wage received would meet the cost of living contemplated in the report of the Department of Labor.

While by no means exhaustive, the replies received are an excellent indication of the wages paid in the basic industries. It is clear that the standard of living of the average wage earner is not up to the standard contemplated in the Department of Labor's report.

The local wage scales of the United Brotherhood of Carpenters and Joiners have just been published in the official magazine of the organization. These show that the highest scale for carpenters is $7.70 per day. In not more than six or eight cities does the wage run as high as $7 or over. The wage for carpenters in a great number of cities is between $5 and $6 a day. Even if all carpenters received the high wage of $7.70 per day, and worked every working day, there would still be a wide margin between the amount received and the $2500 a year calculated as necessary by the figures of the Department of Labor.

Frank Morrison, Secretary of the American Federation of Labor, in reply to the inquiry had this to say:

"While numerous figures have been compiled in various sections of the country by Federal and State authorities based on an investigation of a certain portion of the employes in that particular calling, I know of no figures that will permit of an expression such as you suggest. It is safe to say, however, that these figures were compiled and would include the yearly wage of the migratory workers, the seasonable trades, the thousands of unorganized employed in localities where the wages are low and in the tenement sections of our large cities, it would be found that the grand average for one year is surprisingly low."

Joseph F. Valentine, president of the International Molders' Union, says that the records of his office do not show the average wage paid throughout the country. He does say, however, that:

"So far as the question of reducing molders' wages is concerned, we are to-day making an effort to advance them throughout the country and to establish the eight-hour day, which we should have had long ago."

President Valentine goes on to say:

"As to reducing the wages of the workers, I will say that I think it would be the height of folly on the part of an employer to do this now, as the cost of living is much higher to-day than it was a few months ago."

This reply surely does not indicate that the molders of America are able to enjoy a standard of living costing $2500 per year.

William Dobson, secretary of the Bricklayers, Masons and Plasterers' Union, says that there is no record made of the wage received by the membership of that organization. He then goes on to make a statement that has almost the value of actual figures because of his wide knowledge of conditions. Secretary Dobson says:

"We can say, however, through general knowledge of our membership and the wage scale per year received, that $2500 per year is fully 100 per cent. more than the average wage received. As to the actual amount received for the period of one year, this is only known to the recipient and his employer."

John Golden, general president of the United Tetxile Workers of America, answered the inquiry as follows:

"There are very few, if any, textile workers with such incomes ($2500) outside of a few in the very highly skilled trades. The average income among the textile workers is very difficult to get at for the simple reason that there are so many different branches of the industry, comprising cotton, woolen, worsted, silk, flax and jute, involving several hundred crafts. To reach a fair average is almost impossible. Even when you do so, it does not tell the real story.

"In the two largest branches, for instance, namely, the cotton, woolen and worsted (the two latter practically being one branch) the wages of unskilled workers will run as low as $12 per week up to between $25 and $30 in the skilled departments. It would be a fair estimate to say, taking all classes of textile workers together and averaging their wages—I question then whether they would reach $20 per week."

W. D. Mahon, president of the Amalgamated Association of Street and Electric Railway Employes of America, fixes $1,198.79 as the nearest he could come to estimating the average wage of street railway employes. President Mahon says:

"The wage established by the War Labor Board for at least one-half of our membership during the past year in the northern cities runs in part of the cities to a maximum of 48 cents an hour after one year in the service of the company, commencing at 43 cents for the first three months and 46 cents an hour for the next nine months. In the smaller cities the maximum is 40 cents an hour and the majority of the larger cities 40 to 42 cents an hour."

President Mahon points out that during the last year:

"The men have done all kinds of extra work on tripper and other work of that kind," continuing to say that "to bring them to their real work day and striking an average of 45 cents an hour and working them 313 days a year only allowing them Sundays as one day each week, he would have for his income $1,198.79. So you see that the street car men are very far behind the living conditions yet, and cannot live if they do not do lots of extra work.

"In many cases now they get time and a half for overtime, and by doing two hours' extra work they get three hours' extra pay, which has brought up their wages during the war period when so much extra work had to be done."

While these figures are of course inconclusive and are not given out with the idea that they will serve as final, it is contended for them that they are, for the field covered, a positive refutation of arguments made by certain employers to the effect that wage reductions can be effected.

DEMOCRACY IN INDUSTRY.

In the midst of trammels imposed upon thought, wage earners of America must collect their senses. Neither lust of gain, the vanities of the world, nor the passion for authority should make the workers forget their mission to civilization.

The problem is not how to construct the future on the ruins of the present but to demonstrate how it is now in our power to create prosperity for those deprived of the necessities of life without imposing unfair and unjustified conditions on those who are more fatuously situated.

The democratic idea no longer means liberty and equal rights for the few; it means liberty and equal political, economic and social rights for the whole people. For the working men and women it means participation in the management of industries; claiming their legitimate right to the enjoyment of the advantages of wealth and prosperity. No one, today, will affirm in the name of justice that productive labor—this principal and necessary part of human life—should be condemned forever to the anarchy of arbitrary rule.

When we examine the past we are indignant that the seignior possessed the right of mortmain and a hundred others over the wretched peasants whom he taxed and robbed without mercy. We have equal cause for protest and indignation to find that our industrial population to-day should have little power over the immense factories that they build and run and that the proprietors can stop their work or change it as they will.

To the Romans of the time of Caesar, the new sect of Christianity appeared to be only a body of disagreeable fanatics who under religious scruple refused to do their master's bidding. The early American colonists were regarded by King George and his people as a lot of uncouth, troublesome customers who wanted to get rid of paying their debts and taxes and evade rendering service to their divinely appointed rulers. The early Puritans built up their communities on religious liberty, but it was religious liberty for themselves alone. They were horrified when Roger Williams demanded religious liberty for himself. And so to-day we still find employers, who, like the Bourbons of old, are demanding freedom for themselves and the right to dominate and control the freedom and liberties and the rewards of toil of all others.

No matter under what form servitude may disguise itself, whether it be by direct slavery, or through serfdom, peonage or industrial bondage, it inspires horror and arouses the most vicious passions in man and rightly so. To-day the best minds are agreed that it is contrary to common sense that the government of the people should be delivered into the hands of the arrogant, the incapable or the unworthy. The alleged divine right and the assumed right by might by a few to control the affairs of government and direct the lives and the destinies of the vast majority of peoples are things of the past. It is likewise contrary to the social and industrial interests of our country and our people that the manufacturing, transportation, farming and all other useful activities of mankind should remain longer subject to vicissitudes caused every day by worthless industrial, commercial and financial leaders, who by right of inheritance or accident or undemocratic methods come to take the place of their predecessors and who, by their temporary economic advantages, undertake to deny the right of the workers to organize and collectively undertake the improvement of their conditions of work and life and protect their economic rights of free men in this great democratic republic of ours.

The idea of democracy to-day means industrial as well as political liberty and freedom. The people to-day means the nation entire, and the idea of industrial democracy no longer permits of servile functions. Industrial democracy can be best and most firmly established through the trade union movement. The trade union movement is not a fanaticism. It is an effort to cure fanaticism and particularly the kind which at present threatens organized society the world over.

Every effort made by employers to prevent the workers from uniting to protect and promote their interests and to deprive them of their right to participate in the management of industries is an attempt to dehumanize the workmen, to prevent the democratizing of industries and to decivilize the nation.

The right of the workers to organize and to bargain collectively for their services must be made secure, and the American Bourbons yet within our country must be made to realize that the day of abstraction, autocracy and dictatorship in industries has passed.—The American Photo-Engraver.

WAS IT ERICSSON'S GALLEY?

A traveler in Norway has been looking at the two ancient ships, in one of which, though probably in neither, Lief Ericsson may have reached the western world five centuries before Columbus. Nothing proves that either of them was Ericsson's galley: nothing proves that it wasn't. The ancient pagan custom that buried the craft of the sea-hero preserved the galleys away in the soil of Norway, thanks to a covering of potter's clay, and a Twentieth Century farmer recovered the second one. The savants looked it over, and dated it from the Ninth Century, contemporary with the adventurous Ericsson, possibly his own ship. About seventy feet long, the vessel is shaped not unlike a double-pointed rowboat, flat and low, with forked uprights for 15 pairs of oars, and the conventional dragon carved on bow and stern. Under the floor are the compartments where the voyagers doubtless stored their provisions. One can imagine the watcher at the prow, the helmsman tugging at the tiller, the galley-master high in the poop beating with his great hammer, the rhythm for the 30 oarsmen. It is far more difficult to imagine how they slept and ate in rough weather.

The Ojibway, the Cree, and the Montagnais are said to be the most wonderful canoe men in the world. They possess a sixth sense in rapid running water and if they say "run it" one can safely lay a bet at odds that they will run it and come through dry—even through water a mere glimpse of which makes one's hair stand up and sends chills chasing up and down the spine.

THE HABIT OF THRIFT.

Every American workman ought to be able to look all comers in the eye with his head up. Nothing brings his shoulders back and his chest out like the knowledge that he has money in the "old sock." But he would be foolish to allow it to stay there.

You have helped him get better wages. You can help him save them if you keep alive the habits of thrift all learned to win the war. A man may have personal independence; he may have industrial independence, but no man can have complete independence if he is financially afraid. No man can have financial independence if he spends as much as he finds in the pay envelope. Any man can be financially independent if he saves first and spends afterwards.

That is what you can help him do, if you continue to keep War Savings Stamps and Thrift Stamps before his mind's eye. No labor union member appeals willingly for sick benefits or other financial aid if he has money of his own.

In times of industrial distress, it is only when his funds are gone that the union is called upon. One dollar a week invested in War Savings Stamps would give every union member $683.68 at the end of ten years. And he can get the money any time he has to have it.

The sole end of the War Savings Stamp campaign is not to finance the Government in the period after the war. If it were, the Government could obtain the money by other means with less effort and expense. But if the habits of thrift and saving can be made permanent, every man, woman and child will benefit.

Every dollar saved and safely invested means resumption of industries on a peace basis, quick relief from temporary unemployment and better conditions for all. In Thrift and War Savings Stamps the Government is providing an absolutely safe means by which every man can invest even the smallest amount at a fair interest.

If you help those who work for wages to realize and remember these facts, you will help him to meet possible sickness, disaster or unemployment with his head up. Tell him to save first, spend afterwards.

P. A. S. Franklin, President of the International Mercantile Marine, has been appointed by the United States Shipping Board as chairman of a committee to make, through the Shipping Board, recommendations to Congress as to such changes as are needed in our Navigation Laws in regard to the measurement of vessels operating under the American flag, revision of rules regarding standardization, construction inspection, and other matters of a technical character, the object being to place our seagoing tonnage on approximately the same basis as the vessels with which ours will enter into competition. Other members of the committee are J. Parker Kirlin, an admiralty lawyer of New York; H. F. Alexander, a shipowner of Seattle; Eugene E. O'Donnell, shipowner and a former United States Steamboat Inspector of Boston; Homer L. Ferguson, President of the Newport News Shipbuilding & Drydock Company; Alfred Gilbert Smith, a shipowner of New York, and David T. Warden, also of New York.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Apply Espionage Act To Striking Negro.

Joe Denis, a negro, has been found guilty in the United States District Court of violating the espionage law by urging a strike on the Texas & Pacific railroad, near New Orleans, September 14, 1918. It is stated that this is the first conviction of its kind in the United States.

Denis, while employed as foreman of a section gang, was charged with interfering with the movement of troops because he urged workers to strike for better conditions. Attorneys for the defendant will appeal the case.

The New Orleans Labor Advocate says that the responsibility for the conviction rests with Judge Foster, who charged the jury to bring in a verdict of guilty "if it found the facts bore out the contention of the Government attorney, that the defendant had hampered the government in the operation of railroads."

Invoking the espionage law to convict the negro appears rather far-fetched, says this paper, which declares that "the intent of that measure, as we understand it, was for a means of handling German spies during the war with Germany.

"To invoke it to convict an ignorant negro worker because he asked his fellow workers to join him in a demand for living wages not only appears to be wholly inconsistent, but inhumane as well.

"We believe the judge, whether intentionally or not, has taken a step that will stir up considerable more turmoil than he anticipated. To attempt to deny workers the right to strike is a decidedly serious matter."

Six-Hour Day Practical Says Employer.

A book written by Lord Leverhulme, British manufacturer, in favor of the six-hour day, will make interesting reading for American chambers of commerce and manufacturers' associations, says Prof. Wm. F. Ogburn, formerly of the University of Washington, in a review of the book which is published in the Monthly Labor Review of the United States bureau of labor statistics.

Lord Leverhulme is pictured as anything but a moralist, a sentimentalist or a fanatic, and is strongly opposed to all forms of philanthropy and charity. "He is a hard man," writes Prof. Ogburn, who quotes the Britisher:

"There could be no worse friend to labor than the benevolent, philanthropic employer who carries his business in a loose, lax manner, showing 'kindness' to his employes."

In the book are several pages of evidence to show that by using machinery continuously at its highest point of productivity for two six-hour shifts, the worker will produce more than under present systems. Lord Leverhulme thinks the time is ripe now for the six-hour day in England with the same wage rate as is now paid for eight and ten hours. He favors not only high, but still higher wages, but wants the employes to share in the profits of industry. His profit-sharing plan, which he terms "co-partnership," is in no sense the usual American substitute for a living wage, but is a return over and above the trade union rate of wages and acts in no sense as a bar to further wage increases.

He wants to abolish poverty, and in advocating good homes for the workers would limit the number of houses on an acre of ground so that every home would have a garden.

According to Lord Leverhulme, industrial success is concerned quite as much with consumers as producers. Many leaders of industry have seemed primarily concerned with production, and their interest in consumption consists largely in marketing. Lord Leverhulme seems to have a broader conception of marketing and makes his social philosophy turn a good deal on this point of consumption. Raising the standard of living means creating a market. Hence, higher wages are good because they mean a better market.

"Ninety per cent. of the consumers of the United Kingdom are workers," he says. "The six-hour day means two more hours of leisure, which furnish opportunity for education, the higher life and the expenditure of more money, thus improving the market. The plan of two shifts means enabling the non-spending unemployed to become consumers and thus to develop the market. It also increases the purchasing public."

Prof. Ogburn says Lord Leverhulme's conception of reform is along lines of increased production of commodities of wealth at a lessening cost of production per unit, at the same time shortening hours of labor and paying higher wages. The foundation stone is increased production.

Gompers Won't Quit; Scorns "Sympathy."

President Gompers has rejected the "sympathy" of those who would create an honorary American Federation of Labor office for him because he is "war-worn." The plan was printed in a New York newspaper, under a Washington date, and stated that the suggestion was being considered because of the death of President Gompers' daughter, the illness of his wife, his own recent accident and the fact that he was "war-worn."

This sort of "sympathy" had a contrary effect on the American Federation of Labor Executive, who issued this statement:

"The enemies of the American Federation of Labor, who would weaken or destroy it, have every year publicly declared and privately avowed their determination to defeat me at each forthcoming convention. They hid their hatred of the American Federation of Labor by aiming their shafts of bitterness and opposition at me.

"I am neither war-worn, nor weary of the work. I am not a quitter, nor can there be any easy berth provided for me. I shall be the President of the American Federation of Labor or a worker among the rank and file.

"Those who want to get rid of me as President of the American Federation of

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fryboder-Union, Skippergaten 4, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A cablegram from Tokyo states that a Government bill which proposes to permit Chinese labor to enter Japan and also to grant the privilege of mining and property rights to foreigners, has been introduced into the Parliament.

The Governments of India, New Zealand, Italy and France subsidize co-operative societies by making loans. This policy has the advantage that it makes it easier for societies to start and expand, it is said, and the disadvantage that it creates a spirit of dependency upon the political state.

A strike of the editorial staff of the Buenos Aires La Prensa prevented the publication of that newspaper on April 30th. La Prenza had discharged one of its editors and an employe of the business office who were among the organizers of the new union of journalists, which has demanded their reinstatement, and is supported in its strike by the Graphic Federation, including the printers, pressmen and others.

Reports received by the Bureau of Labor Statistics indicate that food prices are still on the increase in France. Removal of maximum prices has led to unexampled profiteering. The French Minister of Reconstruction estimates that the available water power in France is practically ten million horsepower, of which only seven hundred thousand is utilized. He says that the water power question assumes as much importance in this day as the construction of railways did in the last century.

The organized women workers of Great Britain were responsible for the introduction into Parliament by Mr. Spoor of a Woman's Emancipation Bill. The object of the bill is to place men and women on a footing of complete civil and political equality. Its effect would be to open all professions and all judicial offices to women, to make it possible for peeresses in their own right to sit in the House of Lords, and for women who might be elected to Parliament to hold ministerial offices. It would further remove the restriction which prevents women under thirty from voting. The bill has the backing of the Labor Party. The women hope to secure the support of the government for the measure.

Mr. Appleton, general secretary of the Federation of British Trade Unions, writing in the Federationist, says that the federation's reserve now stands at £265,000 but no one had ever held that anything under £1,000,000 was satisfactory. The sum at present in reserve might easily meet all thoroughly organized and well-directed efforts to secure improvements in wages or hours, but the present tendency to rush strikes without regard to economic conditions or competitive possibilities endangered funds much larger than those possessed by the general federation. "Many of the recent strikes," he continued, "have been engineered by irresponsible people at a time when industry and commerce were seeking to readjust themselves to peace conditions. In some instances unauthorized action has already seriously depleted funds that were never quite adequate to meet the demands that may be made upon them when the world reverts to normal production."

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San Pedro Letter List

Aalto, Harry	Hecker, William
Amundsen, Pete	Jones, E. L.
Anderson, Gunnar	Jensen, Jens
Anderson, Sven	Johansen, Fritz
Anderson, Axel	Johansen, N. A. -1604
Anderson, Frank	Johanson, John A.
Altman, E	Johansen, Carl
Anderson, Gust	Johnsen, John E.
Ako, Jack	Johnson, Eduard C.
Behne, W. A.	Jonassen, Johannes
Baggs, H. L.	Larsen, Johan. -1542
Bergh, Borge	Larsen, Martin
Billington, Martin	Lato, Eley
Brandier, Wm	Lauritson, Ole
Breien, Hans	Lechemus, Bill
Bruce, Albert	Lewis, Harry S.
Christian, James	Linden, Chas. F.
Davis, Orville	Lindholm, Charles
Doage, Sigvald	Magnussen, Karl
Doujul, Alfred	Miller, John
Evensen, Ed	Nelson, Harry
Exelson, Herman	Neyberg, Berger
Folvig, John	Nielsen, S.
Gerner, Hans	Olsen, Martin
Grunwald, Alois	Pederson, Carl
Grassen, Joe	Peterson, Hugo
Grauers, Gust	Petersen, Nels. -1698
Goulet, Renie	Raaum, Henry
Gunerud, Thorvald	Rosenthal, Walter
Hansen, Adolph	Rytko, Otto
Hingren, John H.	Samson, Louis
Hoek, A	Sandberg, Neil A
Holmstrom, Fritz	Schlieman, J
Hoyberg, Aksel J.	Skinnar, Gust
Hanson, John	Stratton, R. M.
Huisman, K	Sternberg, A.
Hederstrom, T.	Stringer, [illegible]
	Sundholm, Fred
	Sundholm, Carlos
	Swenson, Ben
	Tiller, Edward
	Thompson, Alex S.
	Thoren, G. A.
	Tysk, J. H.
	Wahl, J.
	Wilhelmson, Karl
	Wrig, F.
	Yeoman, W. E.
	Zunderer, Theo. (Questionnaires)
	Berner, Albert
	Christensen, Ole Martin
	Doage, Sigvald
	Holm, Frank
	Johansen, Carl M.
	Johansen, N. A.
	Lindroth, Carl Aug.
	Pedersen, Carl
	Tysk, John H.

INFORMATION.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.
3-26-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.
11-6-18

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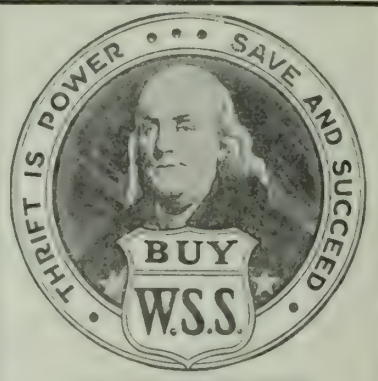
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Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal.

Pacific Coast Marine.

The Skinner & Eddy shipyard at Seattle, on June 7, launched its fifty-first steel ship, the "Elmsport," 9600 tons. It was sponsored by Mrs. L. H. Biggs, wife of L. H. Biggs, chief hull inspector of the Shipping Board.

Announcement was made at Portland, Ore., on June 5, of a further rise of $2 a thousand feet in the price of lumber for export. Dealers considered the development an indication of a further general rise in prices in the near future.

June shipments of wheat and flour from Portland, Ore., will break all records since the war if present prospects are fulfilled. The Federal Food Administration plans to clear ten steel steamships from there with wheat and flour cargoes for Europe.

The Seattle port commission has sold $325,000 of Smith Cove Pier B bonds at highest figure yet accruing on such an issue. The purchasers were Hornblower & Weeks, coupled with William P. Harper & Son of Seattle. Their tender was for the entire sum of $325,000 at par value plus accrued interest and a premium of $3737.50.

The Young interests plan the purchase of a powerful tug and harbor boat for Honolulu at an approximate cost of $100,000. Jack Young is booked to leave for San Francisco to arrange details of the purchase or construction of the boat. It is intended that the tug be equipped with fire apparatus. Honolulu is at present practically without facilities for fighting a water front fire, other than the ordinary city fire department.

Federal Inspectors James Guthrie and Joseph P. Dolan of San Francisco announced a suspension of three months in the license of Thomas Johnson, master of the Standard Oil tanker "Bradford." Johnson was found guilty of intemperance and general misconduct during a South American voyage in April. He was charged with having abused native pilots and with having ordered the chief officer of the vessel thrown into irons.

The first pile for the construction of what is believed will be the longest marine railway in the world was driven at Astoria, Ore., on June 5. It is expected the marine railway will be ready for service within four months. Work on the proposed new great drydock to be built there also will start immediately. The marine railway will have a lifting capacity of 6500 deadweight tons and will be able to lift four standard United States submarines at one time.

Representative Osborne of Los Angeles has conferred with Secretary Daniels over the latter's visit this summer to the Pacific Coast navy yards. Daniels said he would be in Los Angeles the first week in August and the following week in San Francisco. He will spend more than a month inspecting the Pacific Coast yards. Daniels said he is particularly interested in the report of the Helm commission on the proposed new navy yard on San Francisco bay. He said he will make a thorough inspection of the sites when he arrives in San Francisco.

A. C. McNeil, port commissioner of Montesano, Wash., who has just returned from Seattle, where he went to consult with Government engineers in regard to the improvement of Grays Harbor bar, reports that the Government will spend $10,000 and the port commission such further sum as may be necessary in order to deepen the channel of the inner harbor, the main shoal of which is opposite Grays Harbor city. The Government engineers have again recommended to Congress the maintenance of a dredge for the outer harbor similar to ones now used for the purpose of keeping the Columbia River bar in shape.

Tsuura Hisakichi and Okude Moichi, respectively cook and steward on the Japanese steamer "Takai Maru," were sentenced to six months in the San Francisco County Jail during the past week. They pleaded guilty to an indictment charging them with conspiring to illegally land five Japanese aliens in this country. Sentence was imposed by United States District Judge F. H. Rudkin. The five Japanese, stowaways in the case, are held on Angel Island for deportation. During the voyage the cook and steward supplied them with food and water. The stowaways told immigration officials they were to pay $150 each for being landed here.

The Shipowners' and Merchants' Tugboat Company of San Francisco is not responsible for the loss of the ocean-going raft of piling which was wrecked on Peacock Spit at the mouth of the Columbia River in September, 1911, according to a decision rendered by Judge Eakin of the Circuit Court in the action brought by the Hammond Lumber Company against the towboat company to recover damages of approximately $104,000. The raft was being towed to sea by the tug "Dauntless," assisted by the tug "Hercules," both owned by the defendant company, when it drifted on to the spit and went to pieces. Negligence on the part of the defendant in handling the raft was alleged by the complaint.

W. C. Dawson & Co., Seattle shipping agents, announced during the week they had been asked to become the Puget Sound representatives of a new line of cargo steamships soon to be put on a direct run between Pacific Coast ports of the United States and the large Atlantic ports of Europe by the United States Shipping Board. The new fleet will be made up of 8800-ton steel steamships and will operate through the Panama Canal. Sailings will be from Seattle, San Francisco and San Pedro. News of the establishment of the line reached the Dawson company through Williams, Dimond & Co., San Francisco. The San Francisco firm has been asked by the Shipping Board to direct the establishment of the line. Sailings will be frequent.

That "too much" speed does not pay is indicated by instructions just issued from the engineering department of the Shipping Board to increase the cold water pressure used by inspectors in testing the tanks and hulls of the new steel ships building here. This has been done, it is said, because several of the vessels have developed leaks while being loaded. Recently the big 12,000-ton steamer "Diablo" was being loaded with flour at Port Costa and the loading operations had to be ordered stopped while a gang of riveters was called. At one of the shipbuilding plants the testing of the tanks in the double bottoms indicated leaks and an investigation proved that some one had "slipped" and a number of blind rivets was found to be responsible for the leaks. It is said that now that the riveting contests have been done away with there is less weakness exhibited when the tests are made.

The schooner "Jennie Griffin," Captain Charles Slocum, called at Santa Barbara, Cal., during the week. As far back as thirty-five years ago this schooner, fitted with the same rigging she carries to-day, plied the island coves for sea otters and the valuable fur seals, abundantly found in these parts. At that time whole fleets of craft pursued this trade out of Victoria and San Francisco. Then the Government restricted the enterprise owing to the fact that it was claimed the seals were becoming extinct. The new law specified that south of the 34th parallel, which crosses the coast in the vicinity of Port Harford, the trade must not be plied. Thus the "Jennie Griffin" and sister craft of her time have bent their sails to the wind in some exciting rides over the Pacific. The "Jennie Griffin" recently changed hands at Oakland, has been fitted with an auxiliary engine, and will now fish for the peaceful albacore.

San Francisco Bay and Pacific Coast shipbuilders who do not have enough contracts to keep their yards busy will be supplied with additional contracts at any time by the United States Shipping Board, Chairman Hurley stated after a conference with Senator Phelan. Oakland and Alameda shipbuilders, as well as other yards on the Coast, have been complaining that they fear they will not have enough work to keep the yards working at full time. Phelan announced that any yard that wants more contracts may communicate with him or with Hurley and the contracts will be immediately arranged for. This statement is more important to the Coast shipbuilding industry than appears on its face, because it means that the United States Government intends to keep all the Coast shipyards busy, giving steady employment to more than 120,000 skilled mechanics on the Coast, 50,000 of whom are employed around San Francisco bay.

Reinstatement of contracts with Pacific Coast shipyards which may have been unjustly treated in the cancellation of orders for steel ships since the signing of the armistice was promised by Chairman Hurley of the Shipping Board, at a Washington conference with West Coast shipbuilders and Senators and Representatives from California, Washington and Oregon. The builders told the Shipping Board that they had not been fairly treated, and Hurley conceded that probably some individual injustices had resulted from the suspension of contracts. Harrison Robinson of San Francisco, spokesman for the builders, said 1,745,924 tons of steel vessels had been built by the eighteen Pacific Coast yards between August 3, 1917, and May 15, 1919, or 55 per cent. of the total production in the United States during that time. When it came to cancellations, he said, the board had left the yards with 750,000 tons of contracts, cancelling 785,000; whereas on the Atlantic Coast 2,250,000 tons were being built. Pacific Coast costs, he said, were $199 a ton, while Hog Island had averaged $256 per ton on the first seventeen ships. "We'll not know the cost at Hog Island until twenty-five or thirty ships have been delivered," Chairman Hurley interrupted. "I think your costs are a little high." Robinson rejoined that the Government was furnishing the plant at Hog Island and had to provide for other costs as well which the Pacific Coast builders were taking care of themselves.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

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328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 11, 1919.

INDUSTRIAL UNIONISM.

Joseph Taylor, president of the Pacific Coast District of the International Longshoremen's Association, with headquarters at Seattle, delivered a typical I. W. W. "one big union" lecture to the San Francisco Labor Council the other night.

There is something distinctly pathetic about the manner in which the Pacific Coast longshoremen have from time to time attempted, "in the name of industrial unionism," to assimilate the organized seamen.

Now, it so happens that the longshoremen utterly fail to practice what they preach.

From one end of the Pacific Coast to the other they are organized in "locals" whereas the seamen have for decades had a real "one big union" embracing all the seamen along the Pacific Coast. For convenience sake only, the three branches of seamen, i. e., the sailors, firemen and cooks, maintain separate headquarters and hold separate meetings. But for more than twenty years—in fact, ever since the formation of the International Seamen's Union of America, there has been perfect co-operation and unity of purpose among all seamen in any move to increase wages or improve working conditions.

Thus, it is humbly submitted to our friends, the longshoremen, that before issuing any more proclamations for a one big union of transport workers they ought to establish a "one big union" of their own craft.

When they have actually organized and perfected such a union it will at least be logical to talk about "gathering in" of allied crafts.

It is apropos in this connection to point to the fact that while the longshoremen are "talking," genuine and eminently practical industrial unionism is again being furthered by the organized seamen of the Pacific Coast through the contemplated alliance of all men aboard ship. The two organizations of licensed men, engineers and deck officers, have not always worked in harmony with each other nor in co-operation with sailors, firemen and cooks. In the future, it is hoped, things will be different in this respect. Slowly but surely, the links of a chain are being forged which will solidify all the toilers of the sea.

This step, however, is merely the result of natural development, and certainly not the effect of new-fangled or high-sounding names of organizations.

Industrial Unionism, in the minds of some of its most enthusiastic and ardent advocates, is but a poorly disguised effort to abolish the present democratic form of the trade-unions and substitute in its place an arbitrary autocratic power in the hands of a few individuals.

This may be deemed progress by visionaries who can accomplish everything on paper; but to those who have seen the growth of the great American labor movement from less than 50,000 to the present membership of over three million and a quarter it is not progress at all.

A labor movement that is not ruled from the bottom up is not one destined to bring permanent results.

WHAT'S DOING IN ENGLAND.

The editor of the San Francisco Argonaut is not a man prejudiced or predisposed toward organized labor. To the contrary, the chief scribe of our local contemporary is strong, almost to a ferocious degree, for the right of the scab to work, when, how, and for as low a wage, as he pleases. His views on the labor situation in Europe, gathered during a three months' visit just concluded, are therefore of exceptional value for the purpose of getting at the truth of things.

Here are some of his choicest gems:

> The basic condition of the British world in recent times has been industry, organized by capital and privilege, sustained by a vast mass of cheap and docile labor, with government inspired and administered by a small but highly intelligent and highly trained minority. The cornerstone of the structure has been a submerged, underpaid labor.
>
> Now labor is in revolt, partly under necessity, partly under an advancing sense of human equity, partly as a result of the extension of suffrage to the laboring classes and to women. Only last year, be it remembered, there was added to the poll lists classifications numbering in the aggregate upwards of six million votes. Unconscious preparation has long been making for establishment of a new order of things in the form of trades-unionism, which is represented by a numerically strong political party and led by men of energy and capability.
>
> Labor has taken stock of the situation, appraised its grievances, and formulated its aims upon considerations and with reference to standards hitherto unrecognized in British life. It is urging demands which logically imply reconstruction of the social fabric; and it is massing forces to support these demands.
>
> In times past the submerged labor of England has stood cap in hand in grateful acceptance of beneficence and charity. But to-day, under the inspiration of participation in the war and under a new sense of its powers, labor has given over these traditional reliances. It presents its program, not in terms of appeal, but in terms of force. There is no department or class of British labor, from the coal pit to the domestic kitchen, that has not defined its wishes and that is not insistent for reform.

Coming from one of the most conservative citizens of California these observations upon doings in old England are truly enlightening.

It would be a mistake to assume, however, that organized labor of Great Britain has not heretofore "taken stock of the situation." It is far from being a case of "unconscious preparation."

Long before the war, back in 1912, at the Rochester convention of the American Federation of Labor, Robert Smillie, President of the Federation of Miners of Great Britain, and fraternal delegate from the British Trade Union Congress, gave details of the proposal to nationalize the coal miners of Great Britain. Said Brother Smillie:

> We have drafted a bill which proposes to nationalize the mines of Great Britain, that the government should take over the mines from the present owners, and should work the coal mines in the interests of the whole community and not for private profit. We propose that the government should pay a certain value for the mine and the stock there, a value which we fix by a certain computation which we consider fair, but we do not propose that the government should pay the landowners any compensation for the minerals which lie in the bowels of the earth. We are going to set on foot an agitation—the whole labor movement, organized labor in Great Britain, will join us in this agitation—and I venture to say that within ten or fifteen years the probabilities are that the coal mines of Great Britain will be owned by the community and worked by the government in the interests of the whole community of Great Britain.

So it must be admitted that this is far from an "unconscious preparation." True, the nationalization of the mines will most likely come a trifle sooner than anticipated. And in true British fashion it will come not with machine guns and street barricades, but as the result of a parliamentary commission. The Commission on Coal has recommended—and its findings will doubtless prevail—that the mines be nationalized and run for the benefit of those who use coal. Title will vest in the people of Great Britain; the administration to be in the hands of a board made up from the organized miners and the present management.

The trouble with the learned editor of the Argonaut, and 90 per cent. of those who move in his circles, is that they have been living in a world of their own. Economic problems have been mere academic and abstract issues with them. They have always been able to see all the evils of labor unionism and they have never failed to launch their grossly unfair denunciations of organized labor upon the slightest provocation.

It is gratifying, therefore, to find a sane discussion of merciless, economic facts in the columns of our own would-be union-busting weekly. Let no one ever say, hereafter, that the war has not accomplished wonders. It has made blind men see!

THE SHIPPING BOARD.

The Information Bureau of the United States Shipping Board sends out the following "news" regarding Thomas A. Scott, of New London, who has been appointed a member of the Board, vice Bainbridge Colby, resigned:

> Mr Scott is a Republican and belongs to the Congregationalist Church. He is a thirty-second degree Mason, a member of the Connecticut Society of Civil Engineers, and of the following clubs:
>
> The Engineers of New York.
> Transportation of New York.
> Fishers Island Sportsman's Club, New York.
> Thames of New London.
> Harvour of New London.
> Entre Nous of New London
> Exchange of Boston.

The information regarding Mr. Scott's political, religious, fraternal and social affiliations is interesting, to say the least. The JOURNAL has no first-hand information upon the subject but believes that the other four members of the Board could doubtless qualify under the title of "popular club men."

However that may be, it is earnestly hoped that some auspicious day, if the Board is to remain in existence, another brand of affiliation will also be honored with recognition. And that is membership in a labor union.

There is a great deal of talk these days anent an alleged "new order of things," about a "partnership between labor and capi-

tal," etc., etc. But always, actions speak louder than words, and performances were ever greater than promises. "Three against two" usually makes the scrap difficult enough for the short end. But "five against none" makes it a hopeless case unless—well unless there is pressure from the appointing power. But, of course, that is another story.

AN ECONOMIC TRUST?

It is a singular state of affairs that the full text of the proposed peace treaty is being withheld from the American people although the same document is said to be public property in Europe.

An editorial review of the Paris Conference and the proposed League of Nations, printed in the JOURNAL three months ago, concluded with these paragraphs:

As matters now stand the constitution of the league can be made either the greatest international proclamation of human rights the world has known, or it can be made as worthless and useless a treaty as was drawn in Vienna, a century ago.

What is needed at this stage of the game is a genuine awakening of the people to the grave and potential consequences of any League of Nations which is not founded upon the principle of "Human Rights First!"

That human rights have been given very meager consideration is now openly charged by men with perfectly clear records on humanitarian issues. Senator Johnson, of California, for example, is quite certain that this League of Nations which America will shortly be asked to endorse "is not a league to prevent war." To the contrary, Senator Johnson contends that:

The League contains within itself the germs of many wars, and, worse than that, it rivets, as in the Shantung decision, the chains of tyranny upon millions of people and cements for all time unjust and wicked annexations. It is a great world economic trust, wherein a few men, sitting in secret, may control the economic destinies of peoples. It is not a league of peoples, nor does it anywhere concern itself with peoples.

Instead of coming closer to those about whom you are concerned, the men and women for whom governments should exist, the league goes a step farther from them. The representatives of ruling powers sit far away in secret. If those who wrote this document really wanted to prevent war, they would have permitted the men and women who must bear the burdens of war, to determine by their votes whether or not there should be war.

The answer is, this is not a league to promote peace, but to protect power. Those who advocate it dare not amend it so that the issue of war shall be made by the men and women who must fight and die for it.

Truly, these are grave assertions and serious charges. But how are the American people to judge for themselves as long as they are treated like children, who may have only such news and facts as are deemed good for them by their new mentors in Europe?

Approximately 550 delegates are in attendance at the thirty-ninth annual convention of the A. F. of L., now in session at Atlantic City, New Jersey. This is a record number. For the first time the British Trades Union Congress is represented by a woman—Miss M. Bonfield. Her colleague fraternal delegate is S. Finney. The delegates from the International Seamen's Union of America are: Andrew Furuseth, Victor A. Olander, Percy Pryor, I. N. Hylen and Patrick O'Brien.

Filibusterers in the Sixty-fifth Congress couldn't see any good in the United States Employment Service. Yet in one week in May it found jobs for 65,263 individuals. The employers showed what they thought of it during the same week by making requisition on the service for 110,446 workers.

STEFANSSON'S EXPLORATIONS.

Some Interesting and Instructive Deductions on the Practical Results of Arctic Explorations.

Vilhjalmur Stefansson is a living example of the beneficial effects of an Arctic exploration. The public has always regarded a polar journey as one fraught with the greatest of dangers, generally followed by the physical deterioration of the explorer as a result of the rigorous climate and strenuous experiences and hardships. Mr. Stefansson puts a quietus on this long cherished belief He also negatives for all time the theory that an Arctic exploration is the last word in hazardous enterprises. The Manitoban explorer is a splendid specimen of vigorous manhood. His description of his travels almost, if not quite, brings the Arctic Circle within the range of practical things as a summer resort.

Stefansson is of the opinion that it is hard to judge in advance what might be the most important results of any expedition or investigation. He says: "Often the things that at first appear of least value eventually turn out to have the greatest. To take an instance from the domain of exploration: When Columbus sailed west from Spain he was in search of a direct water route to Cathay, and when it was realized that he had found something else his expedition from that point of view was considered to be a failure. Later on when people began to realize that America might have a value of its own, the first thoughts of people turned to the minerals, and those who were not in search of perpetual youth commonly explored it with the hope of finding gold. No one was looking for the potato, and when it was discovered it seemed more a curiosity illustrating the peculiar food habits of the aborigines than a thing of economic value to Europe. Yet it has proved that the discovery of the potato was of far greater value to the world than have been all the gold mines of the two continents.

"When an early Greek, or whoever it was, first discovered that the square of the hypotenuse of a triangle is equal to the sum of the squares of the other two sides, it is certain that his associates failed to see any so-called 'practical value' in the discovery, and it is like that the discoverer himself would have been puzzled to defend it as a thing of economic value unless possibly as applied to the measuring of land. But now our navigators sail the widest seas and our engineers build bridges and tunnels and skyscrapers on the basis of that and similar theorems, and their value is greater than anyone may compute.

"If ten years ago a representative of the press had visited some student of acoustics and discovered him engaged year after year in the study of the speed of sound and the effect upon it of changes in temperature or barometric pressure or atmospheric humidity, both the interviewer and the student would have been at a loss to show exactly how this study would have great value of the sort vulgarly known as practical. And still those of us who have followed the technical side of the European War, either in the field or through the scientific journals, know that these very students of acoustics left their homes in whatever country they lived and went to the battle lines to become some of the most useful participants in the struggle on the western front, for by a thorough knowledge of these laws, which seemed so impractical ten years ago, they were able to locate with a margin of error of only a few yards, a big gun that had been fired from a secret place as much as fifteen miles away.

"Considerations such as these prevent me from answering definitely what the main scientific results of our expedition may be, for I am modest enough to realize that my ranking of their importance is almost certain to be wrong. However, I can answer the question by putting our discoveries somewhat in the order of the interest which they seem to evoke among scientific men and especially among geographers.

"When we sailed north, the task assigned us by the Government of Canada had many scientific aspects, but geography was considered the most important, and its main feature was to explore as much as possible of the 1,000,000 square miles of unexplored area that lay white on all properly constructed maps to the northward of Alaska and to the west of the already known Canadian Islands. Roughly speaking, we have explored over 100,000 square miles of this, sounding parts that are found to be ocean, and discovering that the Beaufort Sea, as this part of the ocean is called, is not shallow, as many geographers had supposed, but over a mile, and in many places over two miles in depth. These soundings and other observations on the moving ice most geographers will rank as high as our discovery of three islands of considerable size and several smaller ones, filling up the gaps previously known as Gustav Adolph Sea and Crown Prince Gustav Sea, to the north of Prince Patrick Island and west of Axel Heiberg Island. We have sounded the channels between many of the previously known Canadian islands, as well as between the islands we discovered, and have taken tidal observa-

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 9, 1919. Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping good.

HARRY INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., June 2, 1919. No meeting; shipping slow; members scarce.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., June 2, 1919. Shipping fair; prospects good.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 2, 1919. Shipping fair; few members ashore.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, June 2, 1919. Shipping fair.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 2, 1919. Shipping fair.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, June 2, 1919. Shipping rushing; men scarce.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, June 2, 1919. Shipping very good.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, May 26, 1919. Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 5, 1919. No meeting; no quorum. Shipping fair; plenty of members ashore.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, May 29, 1919. No meeting. Scarcity of members.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone 2233.

San Pedro Agency, May 28, 1919. No meeting. Shipping fair; some members ashore.

JOE MACK, Agent.

No. 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Johan Ludvig Carlsen, No. 946, a native of Norway, age 35. Died at Gaviota, Cal., June 4, 1919.

Another ancient anchor was fished from the bottom of San Francisco bay during the week, when the mud hook of the motor-ship "Trolltind" was being weighed off pier 46. One week ago the schooner "Georgette" fished up an anchor and thirty fathoms of cable off Meiggs wharf. These accidental finds have occurred frequently during the past few months. On an average the anchors are worth several hundred dollars each. Captain T. P. H. Whitelaw, who has perhaps recovered more anchors than any other person, said that it is all a matter of luck, for he has at times spent weeks searching for an anchor and failed. He has at times, however, recovered one he was not looking for.

A phonograph is said to have been put to a very novel use by certain seal hunters of the Pacific. A large instrument, but one which is of a convenient shape for transportation, is made use of, and it is set up near the rendezvous of the animals, and soon its music attracts their attention and they lift their heads well above the water. A hunter reports that he has been able to shoot large numbers of them while they are under the spell of the sounds so strange to their ears.

OUR WASHINGTON LETTER.

(By Lauren e Todd.)

Ten billion dollars is the proposed expenditure by the Government of the United States for the coming fiscal year. Five billion dollars is the estimated total of the revenues of the Government. That means that we face a deficit of five billion dollars, which must be met either by further national indebtedness, bearing interest which the wealth-producers must pay, or by quick and sharp reductions of expense on the one hand and inceases of taxation on the other. And these new taxes must go upon the shoulders able to bear them, or we shall have worse industrial trouble than we have known in this generation.

Control of the taxing power is now in the hands of the regular Republican organization in Congress. Senator Penrose of Pennsylvania, lifelong reactionary and spokesman of "predatory wealth," now chairman of the Finance Committee in the Senate, has become alarmed at the probable result of his running up another huge deficit, and has privately declared that prosperous business will have to carry a larger share of taxation. Even Penrose, who will not admit that a labor movement and a high cost of living exist, is frightened by the outlook for next year. The war profiteers may have to disgorge, in order that public feeling against them and their ruinous control of the taxation policy may be kept within bounds.

Information reaching the national capital from Western Canada is to the effect that the failure of the Canadian government to control the cost of living and to curb the profiteers, during and since the war, are to be chiefly blamed for the enthusiasm with which the rank and file of Canadian labor has joined in the general strike movement. Tens of thousands of returned soldiers in Winnipeg, Calgary, Edmonton and other cities were in need of jobs that would keep them decently fed and clothed and sheltered, and the government at Ottawa was at the height of its anti-labor arrogance, when the movement for One Big Union began. The returned soldiers' organizations in the cities were protesting at the high cost of living. When the Winnipeg metal trades bosses refused to deal with the unions on the forty-four-hour week and other demands, the spark was struck which iginited the industrial tinder everywhere westward from Lake Superior. To-day the eastern half of the Dominion is reported to be involved, and Premier Borden has agreed to call a Dominion council of labor and employer spokesmen in the hope of reaching a settlement on a new basis. Unless such an agreement is soon reached, the 325,000 members of organized labor in Canada, together with other hundreds of thousands not yet organized, will inevitably be drawn into the struggle.

On our own side of the line the general conditions are to-day much better than in Canada, and if the standpatters in Congress will rise to the crisis and force the war-millionaires to hand over the bulk of their income to the Government treasury, there may be no such development in the United States in the coming year as we are witnessing in Canada. If Congress refuses to meet the deficit, no resolutions and no sentiment of any kind can prevent empty stomachs from crying out angrily, in all of the industrial centers from New England to California.

Of course there is more than a protest at the high cost of living, in this Canadian prairie fire. There is a struggle for industrial solidarity under the name and form of One Big Union, in the belief that through industrial solidarity the labor movement in the Dominion can make more rapid progress than under the trade union system. This belief is held by a militant majority, and is rejected by a seasoned minority, who nevertheless are on strike with the rest. The majority is determined to continue the fight until the Canadian labor movement is entirely cut off from the internationals that comprise the American Federation of Labor. The outcome of this determination no man can now foresee. That they will win concessions as important as those taken by the Triple Industrial Alliance in Great Britain recently is confidently expected by the leaders.

Since the St. Paul convention of the American Federaton of Labor last June, two great developments have marked the growth of the movement of labor in this country. First is the winning of the 44-hour week by nearly half a million workers, chiefly in the region of New York and New England, upon the example set by the Amalgamated Clothing Workers, who are outside the Federation. Scarcely a national or international organization is not at present getting ready to fight for this point, or is announcing successes in the fight.

Second is the solid organization of the workers on the railroads of the country, and the establishment of their joint legislative understanding that the Plumb plan of public ownership and democratic management of the railroads shall be supported against all the schemes which Congress, the railroad security holders, the railroad presidents, the bankers and the United States Chamber of Commerce may try to hatch.

The 44-hour week has supplanted the eight-hour day as the slogan of American labor. With it goes generally a program of other improvements in the conditions of the workers. Thus the 45,000 New York cloakmakers affiliated with the International Ladies' Garment Workers, after a two weeks' strike, have secured not only the 44-hour week but twelve other "points," including the week-work system; complete unionization of shop; discussion of every discharge of union member between the manufacturer and union official, with burden of proof on employer; limit of eight hours overtime in any week, and in not over eight months a year, and no overtime Saturdays or Sundays; equal distribution of work during slack seasons; manufacturers must register sub-contractors to certify fulfilment of union conditions by latter. Operators are to get $44 per week, cutters $39, piece tailors $38, top pressers $38.60, and underpressers $32.

The International Typographical Union is now taking a referendum vote on the establishment of the 44-hour week on May 1, 1921, by negotiation and agreement with the employers. The only locals not endorsing the move, so far as can be learned here, are those in which a majority wants the shorter day to come sooner. "Big Six" in New York City has completed its vote on two propositions, the first of which was this plan sponsored by the international, and the second a local proposition to get the 44-hour week in the book and job shops by October of the present year. On the first plan the vote was 618 in favor and 5656 against. On the second plan the vote stood 6078 in favor and 310 against. In the same election the "radical" element in "Big Six" polled one-fifth of the total vote on president, and one-sixth of the vote on secretary-treasurer of the local.

When the shorter hours are enforced nationally in the typesetting industry, the Boston local will take particular pleasure in watching the surrender of the anti-union newspaper plants there to the new order. It may not be generally known that when the Christian Science Monitor was established, the Typos had all but two or three of the sixty men in the composing room, although the management was hostile to any dealings with organized labor. Since that time these union men have one by one been replaced by non-union printers, until the early hope of organizing the shop by patient negotiations has been pretty definitely abandoned. The Boston Transcript has followed the same policy—a policy made notorious in America by the late Harrison Gray Otis of the Los Angeles Times. This policy is maintained only by means of granting the union scale of wages and hours at all times, in order to attract men who otherwise would join the I. T. U.

Henry Sterling, legislative agent of the American Federation of Labor, was astonished and pleased, when he dropped in upon the Senate Committee on Education and Labor, yesterday, to find that committee ready to act immediately upon a labor measure. The bill in question was drawn by the Federal Vocational Education Board, of which Arthur Holder is the labor member. It provides for the teaching of new trades to all men crippled by industrial accident or sickness so that they cannot follow their former callings. The Federal Government is to match each dollar voted by a State to pay for this re-education of the maimed soldiers of industry. Senator McLean of Connecticut, a standpatter in most affairs, offered the motion for an immediate favorable report. It was adopted, and Senator Kenyon, the chairman, reported the bill and told the Senate he would ask for its early adoption.

While Sterling was being thus cheered up, at the Senate end of the Capitol, the United States Employment Service appropriation was being struck out of the deficiency appropriation bill in the House, on a point of order by Blanton of Texas. Blanton is a rabid anti-labor politician, who made a speech recently defending Burleson's record as the owner of a convict-farm.

Assurance that Andrew Furuseth has returned from Paris and will attend the Atlantic City convention makes it certain that the effect of the Paris treaty upon the American labor movement will be fully discussed by at least two speakers—Furuseth and Samuel Gompers. A great deal depends upon the opinions brought home by these two labor officials, because while almost the entire movement was supporting the Wilson plan for a League of Nations as understood in December, a very large proportion of these endorsers now believe that the League embodied in the Paris

treaty represents a defeat of President Wilson's essential principles and an aggrandizement of the British and Japanese empires at the expense of democracy. If Messrs. Gompers and Furuseth, who have been on the ground while the treaty was being formed in Paris, prove to agree on its value, then the American Federation of Labor will undoubtedly take a strong stand. If they disagree, then the convention will register a majority and a minority opinion, that will be used by either side in the Senate.

Labor's decision may determine the attitude of the Senate on the ratification or rejection of the treaty. Just at present the opponents of the treaty seem to be the stronger, due in part to the refusal of the British government to hear the leaders of the Irish independence movement who asked the right to go to Paris. To-morrow the balance in the Senate may incline the other way.

A WORTH-WHILE SCHOOL.

Atlantic Coast readers of the JOURNAL will be interested in the announcement that the second summer season of the Rand School of Social Science will begin on July 7, 1919, and will extend to August 16. This period will be divided into three terms of two weeks each. The aim of the summer courses is to give to people living outside of New York City an opportunity to study the social sciences, economics, and current history from the socialist point of view. At the same time, a visit to the school will afford an opportunity to exploit the rich vacation possibilities of New York City and its environs.

The courses will largely duplicate the regular work of the school term, and will be conducted by the regular staff.

Fees for the full term, $15; for single courses, $3.50; matriculation fee (required of all students), $1; single admission to public lectures, 25 cents. The fee for the term includes admission to any course and to all lectures and concerts.

Classes will be conducted from Monday to Friday, chiefly in the forenoon. There will be occasional Saturday morning lectures.

Courses: (1) Methods of Using Social Facts; (2) Control of Public Opinion; (3) Fundamentals of Socialism; (4) Evolution of Society; (5) Revolutions in Europe; (6) The Soviet Government; (7) The Economics of Reconstruction; (8) Modern European History; (9) Revolutionary Epochs; (10) American History; (11) Modern Problems of Reconstruction Period; (12) Capitalism; (13) Labor Problems of the Reconstruction Period; (14) Comparative Government; (15) Interpretation of Social Facts; (16) Elements of Political Science; (17) History of the Socialist and Labor Movements in America; (18) Ideals in Education; (19) Economic Foundation of Ethical Standards; (20) Social Forces in Literature; (21) Epochs of Civilization; (22) Social Aspects of the Modern Drama; (23) The Awakening as Reflected in Music; (24) Appreciation of Modern Literature.

Descriptive circular may be had upon application to Bertha H. Mailly, Executive Secretary, 7 East 15th Street, New York City.

A FRENCH LABOR DECLARATION.

The following declaration, addressed "To Public Opinion, To the Workers," and signed by the Confédération Générale du Travail, is taken from l'Humanité of April 18.

From August, 1914, to November, 1918, we were told repeatedly that we were fighting the war of right. This assurance implied that peace would confer upon the nations the liberty of self-determination and that it would be based on general disarmament, the only possible method of liquidating the debts of war.

To-day these solemn promises are being broken. Our diplomats offer us a plan of a League of Nations which is not the society of nations described in the Fourteen Points of President Wilson. The peoples of the whole world in their thirst for justice have acclaimed these fourteen propositions. We have made them ours.

The French working class, faithful to its conception of "war against war," rises against the sabotage of peace.

On coming out of torment, the nations cannot be condemned to have no other object than the payment of taxes destined to support the burden of armament.

The Confédération Générale du Travail condemns any foreign policy of blockade, of force, of diplomatic or armed intervention.

It recalls the formula of the French Revolution: "Each nation by itself has the right to make its laws, the inalienable right to change them; to wish to despoil a foreign people of that right is to become the enemy of the human race."

The C. G. T. vigorously protests the expedition against Russia, a friendly country against which no declaration of war has ever been made.

The continuation of this policy of intervention makes France a power guarding the privileges and the reactionary institutions of all countries.

The working class, the French people, can never subscribe to this humiliating and dishonorable attitude.

Since liberty of thought and opinion was the very foundation of the Declaration of the Rights of Man, the C. G. T. appeals to the public opinion, to the conscience of the trade union organizations, to agitate against this state of things.

The C. G. T. condemns any continuation of the war, and urgently demands the conclusion of a real peace to which all peoples can subscribe.

It was quite a common thing at one time to go to the village blacksmith for tooth extractions. His principal qualification for the job was a strong pair of pincers. After gripping the offending tooth with the pincers he would screw the long handles in a vice so that the patient could not move. Then, putting a bar of iron in the fire till it was blazing hot, he would dab it at the victim's nose. He would, of course, violently draw back, leaving the tooth behind. It was all done very quickly and cleverly.

With a view of bringing the school system of China up to American standards a Chinese government commission is studying the educational progress of the Philippines.

CHINESE BEGGARS.

Not only in Canton, but in every part of China beggars are one of the sights that proclaim loudly the poverty of the country and the maladministration of the government. In well-governed countries beggars are not tolerated in public places; in China the presence of beggars is one of the necessary evils of society. In truth, begging is regarded as a very ancient institution, and hence arises the toleration of the people and the government. But begging in China is reduced to a fine art (says the Canton Daily Times). All the tricks in the trade are carefully treasured and handed down reverently from one generation to another.

The beggars that one sees in the streets are more often than not the offspring of a generation of beggars. "Once a beggar always a beggar" seems to apply with peculiar force to Chinese beggars. The native system of employment seems to abet rather than dimish begging. For instance, no shop or household would think of employing any one without a recommendation or guarantee from some reliable person or shop. As the beggar, if he is at all minded to an honest job, is an outcast, it stands to reason that he will not be able to furnish either the recommendation or guarantee necessary to obtain a position, and the result is that he continues to remain a beggar all his lifetime.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

Labor will have to try their hand at the convention, where the bona fide delegates will have their right of selection, nor can I be coaxed out of service by a pretense of over-kindness.

"When ferreted down, the rumor that I desire to retire from the Presidency of the American Federation of Labor, will be found in the wish of some one who hates me for my Americanism or for my loyalty to the cause of labor, and who has conceived this gentle method of trying to dispatch me from the field of active work in the great cause of labor, justice and humanity."

British Co-operative Movement Grows.

Since the armistice was signed a new interest has been developed in the British co-operative movement, reports United States Trade Commissioner H. G. Brock, stationed at London.

The Department of Commerce has made public this report, which states that there are some 2,500 of these societies in operation with a total membership of over 3,500 000 persons, and a total share, loan and reserve capital of over $375,000,000.

"On the whole," says the commissioner, "the war has had a favorable effect on the progress of co-operation in Great Britain. Controlled prices have helped rather than hindered the movement, since in the case of the controlled commodities, for which everybody must pay a certain retail price, members of the co-operative society have an advantage over non-members in that they receive a dividend on all purchases. Co-operative stores are the only stores paying such a dividend, and in many cases this has been an excellent argument to prove the soundness of the co-operative system.

"The number of members of individual co-operative societies has shown a fair increase, and this increase would undoubtedly have been much greater had the societies been able to obtain sufficient supplies.

"The British Co-operative Wholesale Society (ltd.), with headquarters at Manchester, England, and the Scottish Co-operative Society (ltd.), with head offices at Glasgow and Edinburgh, Scotland, are the most important single units in this co-operative movement in Great Britain. The British society commenced business on May 14, 1864; and the Scottish society on September 8, 1868. The membership of both societies is made up entirely of individual co-operative retail societies.

"Up until the past two or three years the contract between the co-operative societies and the trade unions has not been at all close. Recently, however, there has been a definite attempt to persuade trade unions to do their banking business with the banking department of the co-operative wholesale society, and the important scheme of agricultural and industrial development, which will shortly be announced by the society, will tend, it is believed, toward establishing a closer working arrangement between the co-operative societies and the trade unions.

"Among the projects contemplated under a development-bond scheme is the acquisition and operation by the society of flour mills, tanneries, jam factories, boot and shoe factories, corn mills, dairy farms and similar enterprises. Not long ago the co-operative wholesale society began the manufacture of textiles.

"Another big development foreshadowed is the acquisition of large coal fields in Yorkshire. Already the society owns a coal mine near Newcastle. During the war the society has spent large sums for the purchase of farm lands and factories.

"Development bonds, ranging in amounts from $100 to $5,000, and totaling $12,500,000, are now being issued to carry on these proposals. These bonds will bear 5½ per cent. interest and may be redeemed at the end of 10 years."

One Firm's Meat Profits.

Some idea of the tremendous supplies of meat furnished by the packers to the government during the war is given by the Cudahy Packing Company, smallest of the "big five" packers, in a memorandum submitted to the war department. The company reports that it made in 1918, after paying interest and taxes, "practically the same rate of net profit as in the pre-war year 1914."

Deliveries of dressed beef for the army and navy from May, 1917, through November, 1918, totalled 39,508,035 pounds, which cost $8,465,246.18. Of canned meats, 50,620,042 pounds were used, the total cost of which was $14,782,033.54. Bacon cost $13,657,320, and weighed 31,440,600 pounds. During the latter part of the war the company furnished the government over 1,000,000 pounds of bacon per week. The total value and volume of supplies furnished the government amounted to $41,250,000. The number of pounds of meat sold the government was 102,709,545. The above figures represent deliveries which never equaled 25 per cent. of the company's total production.

By way of comparison of the Cudahy business with that of the other packers, the Cudahy total sales of 1918 were $286,660,971, while sales of Swift & Co. for the fiscal year of 1918 were $1,200,000,000, and those of Armour, exclusive of business from Argentine plants, $861,000,000.

FIRST ATLANTIC FLIGHT.

In the successful crossing of the Atlantic by Lieutenant-Commander Read, the first effort at transatlantic flight should not be forgotten. It was on October 15, 1910, that Walter Wellman left Atlantic City in the airship "America" bound for Europe and kept the air for three days and nights, making about 1000 miles of the journey before being compelled to abandon the attempt. Motor trouble and a gale from the tropics put the "America" practically out of commission, and the airship was abandoned. Wellman and his crew of five men being left in mid-ocean in the lifeboat which hung beneath her during the journey. They were picked up by a steamer from Bermuda, and in his book, "The Aerial Age," Wellman afterward wrote: "Good old 'America,' farewell. Thank you for the noble comrades and rare experience you have brought me, for the lesson you have taught us. In the years to come many aircraft will cross the Atlantic; and you will be honored as the ship that showed the way."

STEFANSSON'S EXPLORATIONS.

(Continued from Page 7.)

tions at many widely scattered points. It is probable that a study of these tidal observations will throw considerable new light on the tidal problems of the polar sea, for they were taken at points remote from observation spots attained by other expeditions.

"We have found coal and other minerals on most of the islands visited, and, with the exception of one island no more than fifty miles in diameter, we have found all the lands visited to be covered with vegetation of varying degrees of abundance, but always sufficient to support both winter and summer grazing animals in large numbers.

"We have shown that Findlay Island, indicated on all recent charts as being about ninety miles in diameter, does not exist in that form but must be broken up into an island twelve miles in diameter where the north tip of the big island is supposed to be, and three little islands where the south coast formerly was shown on the maps, with a strait between sixty miles wide and 172 fathoms deep. We completed the mapping of Prince Patrick Island between the farthest points attained by McClintock, and Mecham. Victoria Island was discovered by the British explorers in the early part of the last century, but its mapping was not completed. In the beginning of the present century Amundsen, who was wintering near its southeast corner, succeeded in mapping a considerable part of the previously unknown east coast, but beyond the farthest point reached by his expedition there still remained about 100 miles of coast line undetermined. This gap we have now filled in. We have discovered to the northeast in Melville Sound a new island which we did not visit, but which seems to be between twenty and thirty miles in length.

"It must, of course, be understood that it is impossible to give an adequate synopsis even of the geographic work alone of the expedition, and as for trying to epitomize the whole scientific work, that is beyond the range of possibility, as may well be seen from the fact that we expect the scientific results of the expedition to fill between twenty and thirty octavo volumes, that are already being prepared or projected. Three of these volumes are now in the press.

"Our expedition, on account of being large, had several aspects and operated in many parts of the Arctic. The 'Karluk,' under Captain Bartlett, on the drift that preceded her sinking, made certain contributions to our knowledge of the depth and character of the ocean between Alaska and Wrangell Island. The 'Alaska,' under Dr. R. M. Anderson, did a good deal of detailed scientific work on the north coast of Alaska, and more especially in the vicinity of Coronation Gulf. The 'Mary Sachs,' and later on the 'North Star,' under George H. Wilkins, did some useful work in Banks Island, and sledge parties farther north made the geographic discoveries mentioned above and picked up what odds and ends they could of scientific information.

"It must not be supposed that the main part of the scientific results of the expedition was gathered by the three commanders of branches of it mentioned above or by myself personally. The expedition had the very generous support of the Canadian Government, so that we sailed north with a staff of thirteen scientific men, eleven of whom had training equivalent to that of college professors—they were university graduates and most of them had done a great deal of post-graduate work in their specialties and had elected those specialities as their life work. As no other expedition has had so large a staff of men equally trained, it was to be expected that, in certain departments at least, the information gathered would be very full. Of course, the loss of most of the work of the five scientists of the 'Karluk' cut the hoped-for results far below what would else have been the case, but even then we had left a staff unusual among polar expeditions, both in numbers and training."—Christian Science Monitor.

A little old lady was waiting patiently for a street-car, but it chanced to be just at that hour when many were going out of service. When the first one came along she stepped into the street, but the car growled past without even slowing down. The next one did, however, but the conductor, leaning over the rail, bawled out, "Going to the barn." Twice this happened and the little old lady, who at first accepted the "going to the barn" with resignation, had reached the boiling point when for a fourth time a car stopped and the conductor, yanking the bell, chortled, "Going to the barn." "Well, go to the barn, yuh durn jackass; it's just where yuh belong," yelled the indignant one, brandishing her umbrella.

WAGES AND SEAWORTHINESS.

Editor SEAMEN'S JOURNAL:

The following case of Claude M. Richards, plaintiff, against Gaston, Williams & Wigmore S. S. Corp., defendant, should be of interest to seamen in general.

The action was started in the City Court of the City of New York. This court was formerly known as the Marine Court of the City of New York, and still has jurisdiction of certain admiralty causes in this city. The material allegations of the complaint alleged a maritime contract, whereby plaintiff signed regular shipping articles as chief engineer on defendant's motor-ship "Grays Harbor" on or about June 21, 1918, for a voyage to Santos, Brazil, and return to a final port of discharge in the United States, at $170 and 25 per cent. bonus each month; that on August 19, 1918, while in the performance of said contract, the said vessel, by reason of her unseaworthy condition, and the negligence of the defendant in causing and permitting said vessel to be sent to sea in said unseaworthy and unsafe condition, had an explosion off the coast of Brazil, took fire and became a total loss; that by reason thereof, plaintiff was unable to complete his contract, and thus made claim for his wages, transportation and maintenance en route, from August 19, 1918, the time of the loss of said vessel, to November 13, 1918, the date of his arrival in New York, in the sum of $1000.

The defendant company interposed a demurrer, stating that the complaint did not state facts sufficient to constitute a cause of action. The question of law was therefore brought to issue, and was as follows:

It was claimed by defendant that plaintiff was not entitled to his claim because of Sec. 4526 of the U. S. Rev. St., where it is provided:

"In cases where the service of any seaman terminates before the period contemplated in the agreement, by reason of the loss or wreck of the vessel, such seaman shall be entitled to wages for the time of service prior to such termination, but not for any further period. Such seaman shall be considered as a destitute seaman and shall be treated and transported to port of shipment as provided in Sections 4577, 4578 and 4579 of the U. S. Revised Statutes."

Thus the construction of the phrase "the loss or wreck of the vessel" mentioned in the above statute required interpretation and construction.

It was shown by plaintiff by a long line of authorities that there is an implied warranty that a vessel is seaworthy at the commencement of the voyage. These authorities were both American and English and also of New York. Hence, the statute did not mean to do away with that warranty. And it was further shown that by "loss or wreck of the vessel" was meant loss or wreck by extraordinary perils of the sea, and that it did not apply where the loss or wreck had been caused by the act of the master or owners of negligence or fault, when there was no fault or negligence on the part of the seaman or seamen, or by the breach of the warranty of seaworthiness which is imposed upon the owner and vessel.

And the Court therefore properly held in upholding plaintiff's view, that the vessel and her owner were liable to a seaman for his wages for the entire voyage, his maintenance and transportation, where the vessel was lost or wrecked and the voyage abandoned through the fault or negligence of the master or through the breach of the warranty of seaworthiness imposed on the vessel at the commencement of the voyage.

Very truly yours,
SILAS B. AXTELL.

New York, June 5, 1919.

TREASURE ISLAND.

Nauru Island is 2000 miles away from Australia. The English name is Pleasant Island. It is Pleasant Island because, inch for inch, it is said to be the richest spot on the globe.

This Treasure Island is only five miles long and three broad. But those few square miles are covered with vast guano deposits containing phosphoric acid equal to 80 per cent. tribasic phosphate of lime. Nauru is rich; it is surpassingly rich; the guano deposits are almost gold deposits. They can be sold, and will make other lands rich. Nauru contains enough phosphate to fertilize the world for at least half a century. It is in soft rock form, and only requires an easy pulverization and treatment with sulphuric acid. Hence (for the white man) Nauru is the "Pleasant Island." It belongs by natural law, wealth and all, to its natives. But that is not the white man's idea. He became interested in the souls of those dusky natives, and the Germans became possessed of the island. Then the Germans were turned out. Now W. M. Hughes claims it for Australia "by right of capture and garrison" (March 17), William Massey claims it for New Zealand "on general principles," and Lord Milner claims it for Great Britain because, he says, "Great Britain can develop it better."

Hughes is on the warpath in usual style. On St. Patrick's Day we read that "he uncompromisingly presented to the Peace Conference a memorandum setting out that Australia 'wrested the island from the enemy, maintaining its garrison throughout the war.' This did not impress the delegates, who declare that the 'wresting of the island' consisted merely of the landing of a whaleboat from the cruiser Melbourne." Lord Milner was pained that Australia and New Zealand should not see that Treasure Island would be "best attached to the British groups, administered by the High Commissioner of the Pacific." . . . He urged a plump British annexation—or perhaps it might be called a mandate.

It is pull devil, pull baker for the Treasure Island! . . . It is all a question of who gets the phosphate—which, if it belongs to anybody, belongs to the natives, who are not cannibals at all, but quiet, inoffensive fisher people. Australia's sole claim to the golden atoll 2000 miles away is the landing of that whaleboat. . . . It is a very edifying and instructive spectacle indeed. Now, why not let the natives have their own, and let them sell to those who offer the most? Bah, that's not business!

(Since the foregoing was editorially printed in the Hobart "World," the cable has informed us that the problem of the ownership and control of Nauru has been solved by Britain, Australia, and New Zealand each acquiring a third interest in the island and its resources.)

Demand the union label.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
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Telephone Seneca 48.

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Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Wis.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
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Labor News

It is reported by the Department of Labor that the United Mine Workers of America and the Bureau of Naturalization are to co-operate in a movecmnt to induce foreign-born members of the miners' unions to become American citizens.

From the discussion of the child question under the auspices of the Department of Labor, it has been concluded that a central employment agency for children should be established, offering occupational advice and supervision during the first years of employment.

The Department of Agriculture denies the claim that soldiers who came from the farms are not returning to the farms on their discharge from the military forces. It was stated that from 75 to 95 per cent. of the farmers in the army were seeking other occupations. The Department of Agriculture reports that it has found that in one camp alone 98 per cent. of the discharged soldier-farmers have returned to that employment.

After a nine years' struggle for collective bargaining, the Amalgamated Clothing Workers last week obtained an agreement with the Wholesale Clothiers' Association of Chicago. There is provision for a preferential union shop, the 44-hour week, time and a half for overtime, and the establishment of a trade board and an arbitration board similar to those created by the agreement with Hart, Schaffner & Marx. About 30,000 workers are affected.

Wage increases were given by the Shipping Board to 1200 employees of tugs and dredges. Captains, foremen and engineers who formerly received around $200 a month were advanced to $215, on smaller dredges from $183.75 to $195, cranemen from $152.75 to $165, firemen, oilers and watchmen from $119.75 to $135, and deck hands and scow men from $108.75 to $124. Variations were made in the scale for Chicago, Buffalo and Cleveland, because of special conditions.

A demand for a labor party was unanimously adopted by the convention of the Pennsylvania Federation of Labor last week. A special convention is to be called to form the party. Pennsylvania's delegate to the American Federation of Labor convention was instructed to do all in his power towards the formation of a national labor party. Resolutions adopted demand the immediate release of all political prisoners, the withdrawal of American troops from Russia and the immediate lifting of the blockade against Russia.

As a result of the conciliatory efforts of the Minister of Labor of Canada, an agreement has been reached between representatives of the shipbuilding plants between Halifax and Port Arthur and the executive committee of the Marine Trades and Labor Federation, which disposes of a dispute affecting 18,000 transport workers. The territory named is to be divided into zones, and terms arranged to be satisfactory to each. At the conference it was practically agreed that the eight-hour day will be adopted over the jurisdiction of the Federation, and four hours on Saturday, making a forty-four hour week. Wages will be 80 cents an hour minimum, with the helpers averaging 50 cents an hour.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aasgaard, Andrew
Aals, John
Aase, Prof. R.
Ahearn, P.
Ackerstrom, P. R.
Akesen, A. R.
Alexio, Hakan
Alexanderson, C.
Almer, Robert
Alton, Nestor
Andersen, Andrew
Andersen, Ferdinand
Andersen, John N.
Anderson, Karl A.
Anderson, A. S.
Anderson, Olaf.
Anderson, F. V.
Anderson, Julius
Anderson, Alfred
Anderson, Adolf
Andrewsen, Andrew
Anderson, Olaf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Bach, Lars
Bendixen, Cooper
Berg, William
Berglin, G.
Berglund, Iver
Bergquist, Axel
Bloomgren, Adolf
Bjorkstrom, Arthur
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Borgen, Arne
Borshain, Andy
Boston, T. R.
Brandt, Otto
Bratt, F. W.
Bretson, Joe
Brogard, N. L.
Brown, Joseph
Brund, Nils
Burns, Charley
Bye, D.
Camino, C. C.
Cane, John
Carlsen, Louie
Carlsen, Oscar
Carlsen, Gunnar
Carlson, Magnus
Carlson, Erick
Carruthers, M.
Carstensen, C.
Caspersen, Carl
Chester, Elias
Christensen, Oscar
Christoffersen, B.
Christensen, Kristoffer
Cortes, P.
Conradsen, Julius
Cormstedt, Oscar
Clausen, Christ
Dahl, Pete
Dane, E. R.
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Joseph J.
Detmansen, Ditman
Dehler, Fred
Douglas, Walter
Draebeck
Drage, John
Dryer, Trygve
Duveland, Carl
Dutton, Henry
Dunn, Geo.
Dylevik, O. M.
Edston, Frank
Ekendahl, Walter
Ekstrom, George
Ellingsen, Erling
Elling, Alfred
Ellegaard, W.
Elisen, Sam
Engberg, Oscar
Ericksen, Otto
Erickson, Eric
Erickson, John
Esch, Joe
Fagerstedt, O.
Fiedje, J. A.
Fitzsimmons, Thos.
Fitzgerald, R.
Fernquist, C. W.
Flemming, W.
Franson
Freyfell, W.
Gabrielsen, Peder
Gallagher, Thos.
Gittler, Karl
Glaser
Gran, Aksel
Grannoos, Elbin
Gullfelt, Anker
Gustafson Oscar
Hansen, Olaf J.
Hansen, Jorgen
Hansen, G. Edgar
Hansen, Peter
Hattners Magnus
Hardy, W.
Harwoold, Paul
Harrington, Quinn
Heger, Clarence
Helander, Chas.
Helmer, Fred
Helvik, Fred
Hendriksen, Robert D.
Herlitz, Ivar
Hetvik, Fred
Heyen, H.
Hilliard
Hilliard, C. R.
Holmquist, Einar R.
Holmquist, J.
Holst, Herman
Holst, Herman
Holmstrom, Harry
Hoolbrook, Jack
Hope, Martin
Howard, Geo.
Hvid, Hans
Janzen, Emil
Jensen, Henry
Jensen James
Joe, Mr.
Johansen, C.
Johanson, Carl
Johanson, Erik
Johanson, J.
Johanson, Adler
Johnsen, Angell
Johnsen, Carl R.
Johnsen, Halvor
Johnsen, Alexander
Johnson, Peter M.
Johnson, Ernest
Jonas, A. H.
Jorgeson Fredrick
Jorgensen, Aksel N.
Julius, F. E.
Ingebritsen, Olof
Iversen, Ole
Karlsen, Oscar
Karlsen, A.
Karlsen, Ludvik
Karlson, Erick
Karlson, Ingvald
Karlstrand, Gus
Kaleva, Johan
Kelly, D.
Kindlund, Otto
King, A. H.
Klinteberg, S.
Koppen, Oluf
Kofoed, Geo.
Kruger, Johan
Kristiansen, A.
Kristensen, John
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Larson, G.
Lee, Christ A.
Lee, Lauiritz
Lee, J.
Lersten
Levine, Ben
Levi, Theodore
Licht, Peter
Lindholm, B.
Lindroos, Oscar A.
Lokly, B. J.
Loken, Carl
Lund, E.
Lundgren, Carl
Lurvaag, H. J.
Lutzen, Valter
Lux, Chas. F.
Magnusson, L.
Maher, Thomas
Maitland
Mangsted, J.
Malone, Bart
Martindale, Jack
McCoy, James
McDonald, Wm.
McGovern, R.
McGregor, J.
McGuire, J.
McLeod, Angus
McPherson, James
Mehlum, M. L.
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Miller, A.
Moline, August
Morrison, William
Mortensen, J. R.
Mover, F. H.
Muir, James
Myammes, Johan
Naero, H.
Nazel, Adolf
Nelsen, Herman
Nelson, Axel
Nelson, Emil
Nielsen, Christian
Nilsen, Oscar
Nilsen, Andreas
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Ness, L.
Newman, John
Nolan, James
Nordberg
Norberg, A. A. E.
Nord, C. W.
O'Connell, J.
Olsen, Herman
Olsen, Albert
Oliver, James
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olson, Hjalmar
Olson, Geo.
Olson, Ben
Olson, Joseph
Olson, John
Orling, Gust
Overland, Oscar
Overturf, J. C.
Pearson, Johan
Pedersen, Karl
Pedersen, P.
Petterson, A. K.
Petterson, Herman
Platiko, N.
Punis, Anthony
Quandt, A.
Rasmussen, Chr.
Reed
Ring, Walfrid
Romahl, Olaf A.
Roon, Oscar
Rudvig, H.
Ruhe, Hans
Runnquist, Gust
Rydquist, Carl H.
Rylander, Rudolf
Sassa, Hjalmar
Sabones, T.
Samuelsen, Edward N.
Schwarsien, Wilhelm
Schyrsler, C.
Scon, Arthur
Selen, Guslaf
Simmons, J.
Sodwich, Benj
Sorensen, Andrew
Sorensen, George F.
Sorger, Eddie
Strand, Charles
Staff, Charles
Sears, Guy Loren
Swanson, Charles J.
Swanson, Rasmus
Swanson, Will
Taevig
Taft, Pete
Tarko
Thorsen, Forger
Thompson, Peder
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Tornquist, Henry
Torwik, John S.
Toyra, Adolf
Trane, Kudri Miro
Traverson, Louis
Tuomien, John
Turreck, Joe
Waldham, Chester
Walgren, John F.
Wall, William
Walters, Alfred
Ware, Tom
Warjo, K.
Ween, P.
Welch, Patrick
Weld, Lynne A.
Wick, John
Wilkeson, Dave
Wille, Louie
Wilson, Gus
Wilson, C.
Williams, T. C.
Wold, Peder
Wrieboden, W. van
Wullium, Justine
Vanus, Hugo
Voigt
Ylinen, Sam
Yarkley, Andon
Zebe, Guslav
Zimera, George
Zolenk, A.

Aberdeen, Wash., Letter List

Albers, Geo.
Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Christensen, Harry
Doll
Gomes, M. G.
Hahlf, J.
Halvorsen, H.
Hedrick, Jack
Hederstrom, T.
High, Edward
Holm, Wm.
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Malkoff, Peter
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nystrom, R.
Olsen, W.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Olsen, Oswald
Patterson, E. G.
Pedersen, N. B.
Reiersgord, H.
Risenius, Sven
Rosenblad, Bill
Rosenblad, Otto
Schroder, W. C.
Soderlund, Uno
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.
Wilson, W.

Alaska Fishermen

San Francisco

Anderson, John
Dandman, John
Danertson, Arthur
Erickson, J.
Ericksen, John
Guilefsen, Hans
Glynn, Frank
Hanson, L.
Hanson, Emanuel
Hansen, J.
Johanson, F. C.
Jensen, A.
Jorsel, C. A.
Johansen, Gus
Johanson, J. G.
Jacobsen
Jeuett, Charles
Kjendalen, Ole V.
Kuhn, J.
Kruger, Wm.
Kittilsen, Carl
Lindberg, A.
Larsen, Olof
Mittchel, Joseph
Mikelson, Peter
Norberg, J. A.
Nyberg, Gust
Nannestad, Arthur
Nilsen, Emil
Norberg, Herman
Olson, Anskar
Repanen, Andon
Sheldon, C. B.
Sterndock, J.
Sobstad, Peter
Simonds, J.
Steen, J. T.
Thompson, A.
Weber, Fred.
Weisham, R.

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions. 1 Broadway, Room J, New York City. 10-16-18

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

The Public
A Journal of Democracy

Poverty is A Crime!

IT isn't a crime to be poor, any more than it is to be murdered. The poverty-stricken man is not a criminal. He is a victim of a crime for which others as well as himself are responsible. Henry George 33 years ago gave a lecture before the Knights of Labor the title of which was

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Portland, Or., Letter List

Anderson, Albert	Lehtinen, Armas
Anderson, C.	W.
Andreasen, N.	Melgant, F.
Ahren, Wm. J.	Miller, Harry
Backman, Peter W.	Mikkelsen, Harry
Bjork, Rudolf -2206	Mortensen, R.
Bohm, Franz	Murphy, Francis Leo
Christensen, H. P.	Nordman, Alek
Duret, J. E.	Nielsen, Jens
Eikland, Ole	Nilsen, Chas.
Elliot, Austin A.	Nielsen, W. -1000
Eriksen, C.	Nogat, E. G.
Guildersen, W. E.	Nelson, Harry
Guthrie, V. A.	Ogilvie, Wm. A.
Geiger, Joe	Olsen, Kristian
Graaf, John D.	Pope, Herbert
Harding, Ellis	Powell, H. A.
Hartman, Fritz	Paulsson, Herman
Hauschild, B.	Peterson, Frank A.
Henrikson, Wm.	Petersen, Anton
Henriksen, Geo.	-1675
Hill, Chas.	Petesen, Knut
Johansson, Charles -2407	Petter, G.
Johnson, Karl	Rensmand, Robert
Jorgenson, Earl	Ruisgaard, Soren
Jensen, H. T.	Rosenblad, B.
Johansen, Johan	Ross, Geo.
Johnson, C. A.	Samuelsen, S.
Kase, A.	Siebert, Gust
Kaskinen, Albert	Sjolund, Victor
Kristensen, Wm.	Swanson, Ernest
Kelly, Wm.	Swenson, C. E.
Knofsky, E. W.	Thompson, Walter
Kulik, John	Thorsen, Ole
Laatzen, Hugo	Thoresen, Ingwald
Larsen, C. J.	Toomey, Paul
Larsen, Carl C.	Tuhkanen, Jonan J.
Larsen, Hans	Wold, Frank
Larsen, Ragnar,	Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anton	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magail, Michael	

INFORMATION WANTED.

Relatives of Axel Hansen, the seaman for whose murder Capt. Pedersen, or "Hell-Fire Pedersen" of the bark "Puako," is to be tried May 15, at New York City, please communicate with the undersigned. Any seaman knowing aught of Hansen or his relatives, please write. The names and addresses of one or two witnesses who have known for some time past Capt. Pedersen's reputation, the way he is reputed to have handled his men on board ship, are also desired to communicate with the undersigned. Silas B. Axtell, 1 Broadway, New York City.

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

The army of fighters has achieved its purpose.
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INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis. 8-17-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father, Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal. 4-30-19

Home News

The Department of Labor reported that an increase in housing facilities for negroes in Cincinnati had resulted in a lowering of the death rate and a decrease in the number of arrests.

The State Legislature of Kansas has approved a law by which the State may purchase lands, develop them by construction of irrigation projects and otherwise, and sell them under long-term contracts to actual owners.

Formal notice of a contest in the election of Truman H. Newberry, Republican Senator-elect from Michigan, was given on the 19th with the filing in the Senate of petitions by Henry Ford, defeated Democratic candidate, asking for an investigaiton of campaign expenditures and a recount of ballots.

In an appeal to make motherhood safe, the Children's Bureau says that 16,000 preventable deaths of mothers occur annually in the United States from childbirth. The United States has a higher maternal death rate than any other of the principal countries except Spain and Switerland, Sweden being lowest.

Announcement has been made by Emmett J. Scott, special assistant to the Secretary of War, that the Chief of Staff has personally directed the Commanding General at Camp Meade, Md., to revoke the finding of the Army Board which declared that negroes were unfit to serve as officers and leaders of men.

The Benicia (Cal.) arsenal is to be made a big depot for artillery material, machine guns and other Army supplies and will be developed into one of the largest arsenals in the country. This was announced after a conference between Representative Curry, Major-General Williams, chief of ordnance, and Colonel Pierce, assistant chief of ordnance.

Marriage statistics for 1918 show the greatest excess yet recorded for weddings of bachelors with widows over those of spinsters with widowers. In California last year 5195 bachelors married widows or divorcees, while only 2827 spinsters married men of prior matrimonial experience, the excess for the former being 2368, or 83.8 per cent.

In March the geological survey of the Department of the Interior classified 1,135,933 acres of land under the enlarged homestead and stockraising homestead laws. This brings the total so designated up to 15,780,614 acres. The stockraising homestead law permits entries of land for grazing and the raising of stock up to 640 acres, and the enlarged homestead act up to 320 acres. States in which land was classified for homestead purposes during March were Arkansas, Colorado, Idaho, Montana, Utah, Washington and Wyoming.

The United States Attorney General has informed the Commissioner of Internal Revenue that the manufacture of any sort of beer is in violation of the law and should be so treated. This information is in answer to Commissioner Roper's request for a decision on questions involved in the controversy over the making of 2¾ per cent. beer. The opinion of the Attorney General is in the hands of the legal advisers of the Bureau of Internal Revenue, and will be printed in the form of an order and distributed to the officers concerned.

Domestic and Naval

The steamer "Joseph J. Cuneo" (Nor.), sunk off Lewis, Del., has been raised and towed inside the breakwater

The schooner "John Bracewell," ashore on Block Island, is of 195 tons reg.; owned by B. F. Nealy, Rockland, Maine.

The schooner "Mabel Davis" (Br.), on a voyage from Gibraltar for Harbor Grace, N. F., has been abandoned in the Atlantic.

The steamer "Sao Vicente" (Port.), New Orleans for Rotterdam, at Brest with water in hold, will discharge. She is 3264 tons, requisitioned by Portuguese Government.

The steamer "Elinor," at Bermuda disabled, is bound from Montevideo for New York with general cargo; 4295 tons, built in 1918 and owned by the Shipping Board.

The steamer "Eirini" (Gr.), Vancouver for Costa Rica and Philadelphia, at San Francisco with engine trouble, is owned at Andros, 2662 tons, built in 1903, and was formerly the "Maygrove."

G. Cohen Sons & Co., shipbreakers, London and Swansea, are reported to have acquired twenty-five German submarines from the British Government for breaking up. The price is said to be about $12,166 for each boat.

The aux. bqtn. "City of Mobile," burned at Motevideo after an explosion, had petroleum cargo from Port Arthur, Tex. The loss is estimated at $500,000; 1802 tons; built in 1918 and owned by H. Piaggia, Orange, Tex.

The S. S. "Yellowstone," built by the Moore Shipbuilding Company in 1918, recently arrived in New York Harbor after having been raised from the bottom of St. Nazaire Bay, France, where she was sunk for seventeen days after running into a breakwater. This prolonged immersion did practically no damage to her Westinghouse geared turbines. After they were cleaned and the oiling system washed with kerosene to remove all dirt, they were found to be in excellent condition and, in fact, brought her back with no trouble whatever. No repairs of importance were needed when the ship arrived at New York.

In 1905, 60 per cent. of Iceland's trade was with Denmark, but at the beginning of the war this was reduced to 40 per cent. The Iceland merchants have to a certain extent made direct connections with the producing countries instead of taking the goods in transit via Copenhagen as "Danish goods." Iceland's exports are also going direct, for instance, codfish to Spain and Italy, wool to America, and herring to Norway and Sweden. The war made still further changes in the foreign trade. Iceland had to close agreements with the Allies giving them first right to purchase all products at a fixed price, and in return was able to obtain most of its necessities direct from America. During the war Icelandic ships have sailed regularly between Rykjavik and New York. Danish merchants are now planning to regain connections with Iceland. That this will be no easy matter is shown by the fact that the turnover with America has increased from $402,000 in 1915 to $3,886,000 at the present time. German and English competition will make it still harder for Denmark to regain the Iceland market.

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Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Headquarters Sailors' Union, San Francisco, to forward same to the port of their destination.

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Ahlstrom, Andrew
Ahokas, I.
Alfredsen, A.
Alne, G.
Alto, Henry
Alto, Vaino
Amsler, Chas.
Amundsen, A.
Andersen, Olaf
Andersen, N.F.-1976
Andersen, N. -1549
Anderson, A. -2031
Anderson, C. A.-421
Anderson, Eric
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderson, Gustaf A.
Anderson, John
Anderssen, Hans C.
Andersson, Gunnar
Andersson, J. -1246
Antonsen, Arthur
Antonsen, Marius
Applequist, John
Asberg, Chas.
Aunberg, John S.
Axelsen, Geo.

Backman, A.
Ballod, F.
Barentse, J.
Basanta, Antonio
Battenberg, John
Beck, John A.
Berg, Harold
Berglund, Emil
Berseth, R. J.
Berthelsen, Chas.
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Block, John
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Blomgren, Adolf
Bock, Jimmy
Bockstrom, Fridolf
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Borgesen, Laurits
Boyle, Joseph
Burnsey, C.
Bye, Alf.

Carlson, C. Aug.
Carlson, E. S. -1769
Carlson, G. -1190
Carr, R. W.
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Chilcott, G.
Christensen, Oskar
Christensen, V.
Christensen, R. H.
Christensen, Christian
Christenson, Hans
Christiansen, Laurits
Christiansen, L. P.
Christoffersen, G.
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Colville, Geo.
Corron, G. R.
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Cowell, E. W.
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Crowley, Fred

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Deswert, W.
Dolan, Chas.
Dommelen, G.
Doring, Julius
Dresser, Claton
Duivenboden, W.
Dwyer, E. J.

Edmann, O. -557
Edwardsen, Ole
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Engstrom, Ben
Erickson, John
Ericsson, C. L. E.
Erikson, Chas.
Eriksen, Ole
Erikson, Gustaf E.
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Fjellman G.
Flinkenberg, Uno
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Freiberg, P.
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Fridge, H. O.
Frizzel, R. L.

Gibbs, W. F.
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Gundersen, N. F.
Gundersen, Ole
Gustafsson, Valter

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Hagerty, W. J.
Hakala, Paavo
Halversen, Erling
Hammer, Carl
Hampson, H. A.
Hansen, H.
Hansen, Ralph
Hansen, M. -968
Hansen, Henry
Hansen, R.
Hanson, P. S.
Hanson, Kai L.
Hanson, August
Harbst, J. D.
Harju, J. W.
Heino, Aug.
Helbahl T.
Helindahl, A. -1487
Hellman, H. W.
Hellsten, G. -2168
Helwes, Fred
Henrikson, V.
Hering, Alfred
Higgins, P.
Highland, D.
Hilliard, Chas.
Hoffman, G. I.
Hoglander, M.
Holk, Geo.
Hollander, D.
Holm, Arthur
Holm, Astrip
Holm, Stephen
Holman, W. -2304
Holmgren, Carl
Holmstrom, Geo.
Hovde, M.
Hugo, O. W.
Hved, Hans

Jacklin, Chas.
Jacobs, F.
Jacobsen, Joakim
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Jarzombek, J.
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Jensen, Laurens
Jewett, Chas.
Johannessen, B. E.
Johansen, A. E. -2412
Johansen, J. A.
Johanson, Arvo
Johanson, K. 2094
Johansson, E. -2715
Johnson, Mau
Johnson, Michael
Johnson, Oscar
Johnson, Norman
Jones, E.
Jonsen, H. -2213
Jorgensen, -2458
Jorgensen, Robert
Jorgensen, H. F.

Kaasik, Aug.
Kalberg, W. -688
Kallberg, Arvid
Karlsen, Martin
Karlsen, -1190
Karlson, Oskar
Karlsson, August
Kasper, Walmar
Katches, Constantino
Kennedy, J. R.
Kipste, Chas.
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Kjellberg, A. C.
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Knudsen, Hans
Knutsen, Karl
Kooistra, S.
Krishjan, K. W.
Kristiansen, Nils
Kristoffersen, G.
Kulbom, Oskar

Lackey, Chas. H.
Lahke, Nick
Laine, A. A.
Lamberg, Herman
Lambert, E. J.
Langreder, H.
Larsen, J. -2012
Larsen, M. -1710
Larsen, N.
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larsen, Alf
Larsen, Emil
Larson, Allen
Larsen, J. -1209
Larsson, Ragnar
Larsson, G. L.
Laugsen, Ola
Leathers, L. E.
Lehtonen, J. O.
Leskinen, John
Lewis, Wm.
Liksna,
Lillegren, Douglas
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Lindblom, A.
Lindblom, B.
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Linqvist, John
Littchen, A.
Ljung, Gus.
Loberg, Bror
Locke, A.
Loughrey, C. W.
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Lundberg, Allan
Lundberg, Tom
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Lux, Chas. F.

Magnusson, Karl
Magrude, O. G.
Maki, Kauno
Maline, S.
Malmin, T.
Mamers, Carl
Marko, Frank
Martens, P. -2262
McGillivray, F. B. D.
McManus, P.
McNair, H. S. S.
McNeill, S. R.
Matheson, A. -2245
Mehrtens, K. H.
Melander, G. L.
Melis, D.
Mescall, Matt
Meyer, Fred
Meyer, Frank
Meyers, G. R.
Michelson, John
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Nelson, John
Nelson, Emil
Nelson, A. M.
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Newton, Arch
Nicolaisen, O.
Nielsen, H. P. R.
Nielsen, Harold J.
Nielsen, K. - 1314
Nielsen, Kristian
Nielson, Herman
Nilsen, Ferdinand
Nilsen, J. -1481
Nilsson, Axel
Nilson, Christ
Nilsson, A. -1176
Nilsson, Reinholdt
Nilsson, S. Hilding
Nissen, Chas.
Noblance, Louis
Nolen, Axel
Nordenberg, A.
Nurminen, John
Nyberg, B. E. B.
Nyman, Oskar

Ohlsson, O. -1060
Ohlsson, Hj.
Olaffson, Melch
Olafsen, O. B.
Olsen, Jorgen
Olsen, Charley
Osterholm, J. W.
Ostlund, John
Osth, Thorw.
Ottem, Aksel
Overwick, Th.
Oun, Tobias

Pedersen, H. -1560
Pedersen, Eysten
Pedersen, Fred H.
Perdok, A. -1861
Perkins, J. W.
Peters, Chas.
Petersen, Aksel L.
Peterson, O. -1551
Peterson, Arthur
Pettersen, Higbert
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Pilkinton, Homer
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Prunn, John
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Punis, A.

Rainio, Arthur
Rasmussen, Jack
Rautio, Jack
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Renstrom, Axel
Riise, V. -577
Ring, Walfrid
Ringdal, Carl
Roberts, Alberts H.
Rockower, Max
Rod Halidan
Roed, L. A.
Ross, Geo.
Ross, Rudolph
Ryan, Patrick
Rydon, Tom

Saari, Oskar
Saarinen, K. K.
Safley, J. F.
Salminen, J. A.
Salli, Rudolf
Samuisson, E. -2888
Sandel, F. S.
Sander, Robert
Sandstrom, O. H.
Sanne, R.
Sassi, V.
Schaefer, Erich
Scholtz, W.
Schout, L. L.
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Shivers, Devette
Sidon, Geo.
Smedsvig, Olaf
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Smith, W. A.
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Sorensen, L. G
Sorensen, N. -2447
Spalding, Jim
Speller, Henry
Stahl, Chas.
Stensslof, E.
Stranberg, P.
Strom, K.
Sund, Aleks
Sund, Alex
Suominen, Frans
Sutse, Mich.
Svensen, Anker
Svensen, E. -2675
Svensson, Anton
Svensson, E. A.
Swansen, Fred
Swanson, J. -2907

Taice, John
Taimi, V.
Tandberg, E.
Thaning, T.
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Thompson, M. C.
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Tobiason, Joel
Tonissen, Peter
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Olesen, Chas.
Olsen, E.
Olsen, H.
Olsen, Ole
Olson, Knut
Overwick, Thos.
Paal, K.
Swanson, S. -2907
Tandberg, Einar

INFORMATION WANTED.

The widow of Otto Kivi, who fell overboard on the S. S. "Carlos" between San Francisco and Aberdeen, May 30, 1919, wants to know the names of the crew on the ship. Kindly assist his widow by giving this informaiton to S. T. Hogevoll, attorney for the widow, 627 Pacific Building, San Francisco. 6-11-19

Members of the crew of the S. S. "Oskawa" will please call at my office in relation to a claim for salvage against the S. S. "Westgrove." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

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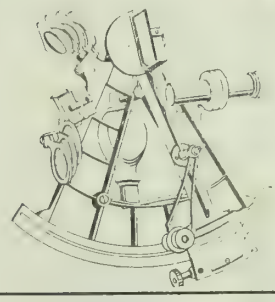
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News from Abroad

A new company has been established in Copenhagen under the name of Dansk-Baltisk Handelskompagni, which will work in connection with the Dansk-Finsk Handelskompagni in Helsingfors. The capital stock is $268,000.

The anti-Japanese boycott which is being fostered by the national students' organization in Peking is spreading throughout China. The authorities are unable to check the movement and the Minister of Education and the Vice-Minister have resigned.

Returns from the election just held at Manila, P. I., indicate a sweeping victory for the Nationalist party, which supported the sending of the recent "independence mission" to America. The Nationalist vote was especially heavy in Manila. The "independence mission" was a group of leading Filipinos which journeyed to Washington to ask that the Philippine Islands be given their independence as a nation.

The Japanese shipowners who had vessels sunk by U-boats have organized for the purpose of obtaining compensation through the inter-allied reparation commission, but reports to hand indicate that the Japanese are anything but modest in their ideas as to what they should claim from the Germans. In all, 32 Japanese vessels were sunk approximating 130,000 tons, and the amount claimed is said to be in the neighborhood of $100,000,000, or at the rate of $750 per ton!

The committee appointed by the city of Christiansand to decide whether the municipality should have a free warehouse only or a free port as well, has reported that the latter will be necessary if Christiansand is to compete with the seaports of neighboring countries, and recommended that a free port be built up along with the general harbor extensions, as a natural consequence of the growth of the trade, since economic reasons prevent this being undertaken in full at once.

Canada has always been generous in the matter of granting compensation to steamship companies for the purpose of insuring the periodicity of sailings for the benefit of the Canadian export trade. Such compensations should hardly, however, receive the name of subsidies, because such money payments are rather in the nature of a guarantee against certain loss. The Canadian estimates for the new fiscal year ending March 31, 1920, have been prepared and provide for an increase of $863,666 over those for the year just elapsed. The total amount to be voted will approximate $2,467,120.

Dr. Ping Wen Wuo, president of the National Higher Normal College at Nanking, China, who is in this country with a group of Chinese educators, says that it is his mission to arrange with the United States Department of State and Bureau of Education for the coming to the United States in September of the Chinese Educational Commission to Europe and America, the most important educational commission that China has ever sent to a foreign country. It will be the purpose of this commission to secure the information necessary for a reconstruction of the Chinese educational system along recent Western lines, and away from Japanese influences, which now prevail.

With the Wits

"Smith was educated at Oxford, wasn't he?"

"No, he merely went there."—London Opinion.

"Has Tom had any accidents since he got his automobile?" "No; the only thing he has run into is debt."—Boston Transcript.

Stella—A sad romance? Bella—Yes; he proposed by letter and she accepted by wire, and neither message was delivered.—New York Sun.

Small Scout—Dad, what are the silent watches of the night? Indulgent Father—They are the ones which their owners forgot to wind, my son.—Boys' Life.

"Has your wife a sense of humor?" "I don't think so," replied Mr. Pynhed. "I have told her the same joke over and over, and I don't believe she has laughed at it more than twice in her whole life."—Washington Star.

Editor—Your friend Deeply left some verses with me yesterday that were quite amusing.

Friend—Indeed! I didn't think he was a humorous writer.

Editor—Neither does he.—Boston Transcript.

He—If I should kiss you, what would you do? She—I never meet an emergency until the occasion arises. He—Well, if the emergency arose this very minute, how would you meet it? She—Meet it face to face.—New York Globe.

"There's no excuse for a loafer."

"Maybe there is," replied Farmer Corntossel. "So long as excuse has been made fur not fightin', I don't see why a loafer couldn't describe himself as a conscientious objector to' work."—Washington Star.

Ida—But perhaps he was bashful. You should have thrown out some hint that a kiss would not be objectionable. May—I did everything possible. I told him I had such a sore throat that I couldn't scream, no matter what happened.—Tit-Bits.

Miss Chatterbox—I must tell you the sad story of my sister some day. Poor girl, she's a widow, and she's looking for a captain to steer her through the stormy seas of life. Naval Friend—She doesn't require a captain—it's a second mate she wants.—London Opinion.

"Does this dog growl?" asked the lady at the dog dealer's. "Oh, yes, ma'am," was the answer. "Well, I want a dog that doesn't growl." "Don't you want something that will growl when strangers come around?" "No. My husband will attend to that."—Yonkers Statesman.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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REPRESSION OR RECONSTRUCTION?

Basil Manly Surveys America's After-the-War Economic Ills

Basil M. Manly, Joint Chairman of the National War Labor Board, needs no introduction to readers of the Journal.

The Survey of American Industrial Conditions presented on this page by Mr. Manly is strikingly pertinent and has a direct bearing on recent developments.

The near future will tell whether unrest is to be met with repression and oppression or enlightened reconstruction of economic ills and evils. Mr. Manly's views upon these problems are right to the point and worthy of careful perusal.

We are about to enter a period of the most acute industrial unrest and the most bitter industrial controversy that the American nation has ever known. Unless effective and radical steps are taken to bring about a better understanding between labor and capital and to establish an equitable basis for orderly industrial progress, we are certain to see within the next year strikes and mass movements of labor beside which all previous American strikes will pale into insignificance.

Since the signing of the armistice we have had a large number of small strikes and a few great spectacular strikes—the Seattle strike, the New York harbor strike, the Lawrence strike, the garment trade strikes, the Toledo strike, and a number of others of lesser consequence. But these have been so limited in comparison with the labor upheavals in other countries—in England, in Germany, in Canada, in Australia and in the Argentine—that there has been a public disposition to regard the industrial situation with complacency and to assume that, having passed through the first part of the period of transition without serious industrial disturbance, we were about to enter an era of industrial peace.

But those who take this complacent attitude are deceiving themselves. Since the armistice American labor has been waiting. It has been waiting because the outstanding leader of the American labor movement, Samuel Gompers, was on an important Government mission in Europe. It has been waiting because the American labor movement, expecting the war to continue much longer, had not formulated its definite policy before the signing of the armistice. Labor has been waiting also for the completion of the demobilization of troops and for the transition of our factories from war production to peace production.

The period of waiting is now nearly completed. Demobilization is nearing an end. Our industries are beginning to swing into their normal production and next week, here in Atlantic City, there may be formulated, at the convention of the American Federation of Labor, a definite policy for the American Labor movement.

I am making no threat that Bolshevism or Spartacanism is about to sweep the United States. The American labor movement will not go Bolshevik unless it is driven to that course by the goadings of selfish and unenlightened capitalists and capitalistic agents.

Those who regard the American industrial situation with complacency ignore both the psychology of the workers and the compelling facts. The workers of the Allied world have been told that they were engaged in a war for democracy; that out of the ruins of the war would arise a new and more beautiful world. They are asking now, "Where is that democracy for which we fought? When are we to enter into this new world with its greater regard for the rights of the common man?" They see no change for the better, but they find themselves in conditions in some respects worse than those against which they protested before we entered the war.

The masses of the people are being rapidly disillusioned, and when the people lose their illusions there is danger ahead. They have seen the prices of nearly every commodity, including rents, advance to beyond the increases which they have secured in their weekly wages since the beginning of the war so that they are now actually able to buy less of the necessaries of life than before the war began. There are exceptions, it is true, where the percentage of wage increase has been greater, but if you will examine these cases of unusual wage increases as I have examined them you will find that in a majority of instances these increases have come to groups of workers who are admitted, even by their employers, to have been miserably underpaid during the pre-war period.

During the war, it is true, the increases in prices were in a measure compensated for to the wage earners by the greater steadiness of employment and by the frequency of opportunities for overtime, as well as for large earnings at piece work. But that time is now past and the masses of American workers, I say with some degree of assurance, are actually able to purchase less of the necessaries and comforts of life with the wages which they receive to-day than they were able to buy with the wages which they received before the beginning of the world war.

No hope is held out to them of relief from this condition through a rapid or even a gradual recession of prices. Judge Gary tells us that prices will remain high over a long period of years. Otto H. Kahn, the spokesman for the American bankers, tells us the same thing, and Julius H. Barnes, formerly an operator in the Chicago grain pit and now successor to Herbert Hoover, tells us that there is no hope for cheaper bread.

But it is not merely that the cost of living is high and beyond the capacity of the wage earner's pocket book. This might be endured with some degree of patience and fortitude if the people who toil believed that no one was profiting from their necessities and that all were bearing the burden alike. But they have seen with their own eyes and heard with their own ears of unconscionable profiteering of American corporation during the war and they know that that same profiteering is now continuing unabated. I have just completed a study of the earnings of eighty-two representative American corporations, a record of whose profits is available for each year from 1911 through 1918. This is not a list selected either because the profits were large or because the profits were small. It is a list of all the corporations whose earnings covering this entire period were available to me. A compilation of these figures shows that the same eighty-two corporations which, in the pre-war years, had an average net income of 325 million dollars, had net incomes in 1916 amounting to more than a billion dollars, in 1917 to 975 million and in 1918 of 736 million. This is after the deduction of every dollar of state and federal taxes and the deduction of every conceivable charge which these companies could devise for reducing and concealing their apparent profits.

I am convinced as a result of my study that the actual profits even after the payment of taxes in 1917 and 1918 were just as great as in 1916, the difference being accounted for by the fact that in 1917 and 1918 these corporations set up all kinds of excessive reserves for depreciation, amortization, and other unspecified and fanciful contingencies for the purpose of evading taxation and concealing their excessive earnings from the public and the tax collector.

But even taking the figures as they stand we find that these eighty-two corporations earned, net, $3.00 in 1916 and 1917 for every dollar which they earned in the pre-war period and over $2.00 in 1918 for every dollar earned in the pre-war period. This is profiteering with a vengeance and the profiteers may well tremble lest the people may avenge themselves for their shameless exploitation during a period of the nation's greatest necessity.

And yet, with the people and particularly the workers in this state of exasperation as a result of their daily struggle with an unjustly inflated cost of living, attempts are already being made by selfish and foolish employers to reduce wages. Sometimes these attempts to reduce wages are made directly, but far more often by the device of shutting down the plants for a short period to repair the ravages of high speed war production and then employing new men at reduced rates, and the burning shame of it is that in many instances these new men who are being hired at reduced wages are our soldiers, the gold-striped veterans of the great war, who return to America ignorant of the new wage levels and are easily made the dupes of unscrupulous and unpatriotic employers.

There were indications at the recent convention of the National Association of Manu-

facturers that a concerted movement to reduce wages would be made by a large group of American manufacturers. Those people who banqueted so sumptuously at the Waldorf Astoria while they concocted their plans for widespread reductions in wages were playing with dynamite, and dynamite infinitely more dangerous, both to the capitalists and to the public, than all the May-Day bombs of the anarchists.

American labor, whether organized or unorganized, will bitterly and effectively resist any such attempt to reduce wages until the price level has dropped far lower than it is to-day. Labor knows its advantages and it knows now, as it has never known before, its stupendous power. All intelligent labor leaders know, even if the manufacturers appear not to know, that for the next generation there is to be a world-wide labor shortage and that this shortage is almost certain to be greatest in America. They know that more than seven million men were killed in the war and that even a greater number were incapacitated. They know that there has been virtually no immigration to the United States since July, 1914, and that there is likely to be little in the years to come. They know that emigrants are leaving the United States in such great numbers that the American Bankers Association has passed resolutions directing National attention to this phenomenon.

Wise men know also that the labor movement has greatly increased its strength in recent years. At least two million men have been added to the ranks of organized labor in America during the war. A million have been organized on the railroads alone and more than a million have been added to the unions affiliated with the American Federation of Labor in other branches of industry.

American labor is more conscious than ever before of its power and of its rights. It will demand the abolition of age-old injustices. Labor has been in the harness for untold centuries. The harness has become heavy and galling, but labor does not now ask that the harness be lightened or that the share of oats and hay be enlarged. Labor now demands the right to climb into the driver's seat and help control the machinery which drives the lumbering chariot of modern industry.

The president of the United States and all other enlightened citizens recognize that this new status which labor is demanding will either be granted graciously or will be won after industrial battles of a severity and extent which wise men seek to avoid. But individual employers and financiers are still unenlightened. They believe that what has been will be and that there is no new thing under the sun. In a recent issue of Law and Labor, the organ of the American Anti-Boycott Association, it is shown that one-third of its membership of American manufacturers is opposed to any form of collective dealing with their own employees, even though they are unorganized and have no assistance from outside trade unions or labor leaders. The National Association of Manufacturers apparently expects to return to antebellum standards. The slave owners of the south might just as well have expected to have their slaves back after the Civil War as for American employers to expect to return to the position of industrial absolutism which the majority of them occupied before the world war.

There is an active minority of powerful capitalists and employers intent upon establishing in the United States a dictatorship of the plutocracy. There is an equally active and even more determined minority on the labor side determined to establish a dictatorship of the proletariat. Neither can succeed except by wrecking the existing industrial and social structure of the United States. We cannot have either a dictatorship of the plutocracy or a dictatorship of the proletariat except upon the ruins of American industry. If we are to save ourselves—if we are to save American productive industry and American social life from disaster, we must find a method and a means of orderly progress to the new status and new conditions which the workers of American have been promised and now demand.

This does not seem to be possible through our existing political institutions. There is no hope for orderly industrial and social progress through the present Congress. The 66th Congress of the United States is the least enlightened, the most reactionary Congress this generation has known. I do not except even the dark days of Cannonism and the Payne-Aldrich tariff. The present Congress contains as many hard-shelled fossils as Cannon adn Aldrich numbered among their supporters. But this Congress has no group of young, hard-hitting progressives such as threatened to depose Cannon from the speaker's chair and all but defeated Aldrich in the Senate. The progressives now in Congress are relatively old men, tired with twenty years of hard fighting. They have not quit fighting and they have not lost their ideals, but they have lost their old punch and aggressiveness.

There is another reason why we can hope for nothing through the ordinary political machinery. That is the Espionage Law, which has terrorized countless thousands into ignominious silence. The Espionage Act was bad enough under war conditions. It is infinitely worse to continue it on the statute books since the signing of the armistice. It will be an outrageous invasion of the most sacred rights of Americans to enact any such legislation to apply to peace times. But I am informed that a majority of the reactionaries of the House and Senate are intent upon the enactment of statutes of suppression and oppression more stringent even than the war-time Espionage Act. I have faith that President Wilson will veto any such federal legislation. But I see, with equally great alarm, that some of the states have already enacted vicious legislation of this character and I am informed that the predatory interests are determined and have the power to put such bills through the legislatures of perhaps a majority of the States and to secure their approval by the governor of those States.

The suppression of free discussion during a critical period such as we are now entering upon is of the greatest danger to the very life of the nation. There must be a safety valve of free speech and free assemblage if we are to escape the destructive explosions which a policy of suppression and coercion will render inevitable. The present Espionage Act should be immediately repealed and every State should purge its statute books of every such act limiting the rights of its citizens.

Although the possibility of orderly industrial and social progress through our political institutions thus seems remote, it is nevertheless possible that we will find other means of reaching the same end. What we need is a national understanding, not of politicians but of people. There is no reason why such an understanding as is necessary to avert the catastrophe which seems to be impending cannot be reached by those leaders who much more directly and truly represent the people than the men who sit in Congress. I mean that through a national conference of the representatives of labor and of capital, with proper representation of those public groups which have no direct affiliation with or dependence upon either labor or capital, an effective understanding can be reached which will provide the means for orderly progress toward better conditions and better relations between all groups of American society.

This is the method which England was forced to adopt when, according to Frank A. Vanderlip, she was threatened with impending revolution. Lloyd George did not then go to Parliament for a solution. Instead he summoned an industrial parliament made up of several hundred leaders of British industry. They reached an understanding and the British revolution was averted.

Some weeks ago the cables carried an intimation that President Wilson contemplated the adoption of some such method of dealing with the industrial situation in the United States. It is true that this was not specifically confirmed by the President's message to Congress, but a message to Congress was obviously no place for the President to reveal any plans which he might have for such an extra-legal method of procedure.

I do not doubt, therefore, that when the President returns and finds the nation confronted, as it seems now inevitable that it will be, with actual or impending industrial controversies which threaten national stagnation, he will turn to the device which has proved so effective in England and summon, first, a small conference of the outstanding leaders of American labor and the great financiers who control industrial capital, to be followed by a great industrial congress embracing leaders from all industries and from all sections of the country.

We are told by pessimists that such conferences and such a congress would result only in endless talk and final disagreement. I can not accept that view. I cannot believe that the great American financiers are such fools that they will risk the possible destruction of all that they possess and control rather than make concessions which will satisfy the fair-minded majority who form the strength of the American labor movement. Nor do I believe that the leaders of American labor will put forward such unreasonable demands that an agreement will be impossible. If this congress were to be made up of provincial labor leaders and of employers whose knowledge and interest does not extend beyond the front doors of their own small shops, agreement might be difficult, if not impossible, but if the conference and congress are made up, as I trust they will be, of men accustomed to deal with large affairs in a large way, I am confident that the result will be an understanding and an enunciation of principles and policies far more effective for orderly progress than any legislation.

I love America. I foresee troublous times confronting her, but I have faith in the American people and am confident that out of the turmoil and dissension which are ahead will come a better understanding among all groups and all classes, from which will be evolved a life of greater comfort and happiness for all the people of America and an enduring basis for that citizenship which alone makes a nation truly great.

A. F. OF L. CONVENTION NOTES.

(By Chester M. Wright.)

Out on the far end of the great steel pier at Atlantic City, N. J., 547 delegates sit in deliberation on the problems of the working people of America, striving to reach conclusions that will result in progress, avoiding both the chaos of Bolshevism and the reaction of the Bourbons.

Underneath them the waves of the Atlantic lap ceaselessly at the piers and tumble carelessly toward the sand. Along the boardwalk a block away the promenade of the lame and the halt and the luxuriating idlers goes on early and late in "the mirth place of the nation." Between the American Federation of Labor Convention hall and the boardwalk there is a great medical exhibit, staged by the American Medical Associaton which is in convention here. Plain clothes men amble through the crowds on the alert for bomb plotters, much to the disgust of the labor men who see no sense in such proceedings. But the mayor has ordered the sleuths to pussyfoot and so they pussyfoot ceaselessly.

There are some fourteen colored delegates in this convention. Four or five years ago there were none. Finally one straggled in and the number has increased rapidly. They represent Pacific Coast oil field labor mostly. Their particular fight is for an anti-lynching resolution. They flock together and make themselves as unobtrusive as possible.

Matthew Woll has been re-elected President of the International Labor Press Association. The convention of the association was a lively one, with some fifty or more labor editors present. They recorded a general progress for labor papers.

When James Duncan reported for the last labor mission to Europe he said that after the Americans had conferred with the French Confederation of Labor the Frenchmen asked the Americans not to divulge what had taken place as it would injure the Frenchmen whose position had not accorded with the American position. What was the American astonishment to find next morning in La Battaile, organ of the French Confederation, a complete report of the proceedings. European labor diplomacy was a devious proposition.

President Gompers has not regained all his old-time vigor and he protects himself from over-exertion, but he is rapidly gaining strength and the convention will suffer not a bit from the effects of his recent accident. Mrs. Gompers occupies one of the visitors' chairs, as in former conventions, a kindly little lady who speaks softly and gently despite misfortune's harshness.

When the International Labor Press Association adopted that section of the President's report approving the work of the American Alliance for Labor and Democracy and urging support for it, the labor editors voted their "yeas" with pep. It was unanimous and enthusiastic.

Forty newspapermen report the convention proceedings. At least ten of them

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Seek Shorter Hours.

At the annual delegate meeting of the National (British) Union of Journalists the executive committee was instructed to take a ballot on the question of affiliation with the Printing and Kindred Trades Federation, and to effect an agreement if the ballot should authorize such action. It was pointed out that what benefits they had gained in the past had been on the back of the Typographical society.

On the subject of hours of labor, the following resolution was passed: "That if it be an instruction to the national executive committee immediately to take action for securing shorter hours for journalists on the following basis: A seven-hour day for day workers, a six-hour night for night workers, and a 5½-day week of not more than 38½ hours for day workers and of not more than 33 hours for night workers."

Bronze Symbolizes Labor.

"Triumph of Labor" is the title of an interesting bronze that has been on exhibition in a public art gallery in Washington.

Two years ago it was presented to the American Federation of Labor by the British Trades Union Congress, but owing to the war it was never sent to this country. On his recent return from Europe President Gompers brought the gift with him.

The bronze is the work of a British artist and has been awarded a medal by the royal academy of art of Great Britain. The central figure of the bronze is symbolic of labor's triumph. The victory is represented by a male figure, standing on a dying octopus. In the rear of the figure an endless procession passes, and on either side are symbols of the various trades. The bronze is mounted on oak taken from the ship Victory, commanded by Lord Nelson at the battle of Trafalgar in 1805. The bronze will be removed to Atlantic City, where it will be viewed by delegates to the American Federation of Labor convention, and then placed in the American Federation of Labor building in this city.

High Prices Won't End.

There is no immediate prospect for lower living costs, according to Julius Rosenwald, head of Sears, Roebuck & Co. In a letter to Secretary of Labor Wilson, the Chicago merchant says:

"It is my belief that the range of prices for the necessities of life will average little, if any, lower than at the present time. Of course, there will be some exceptions, but I do not look for a sudden or violent reduction in the near future aside from those which have been artificially stimulated.

"There exists a tremendous demand in our own country for all kinds of commodities. This demand will not diminish materially until war-wrecked Europe re-establishes herself on a peace-time production basis. I fully agree with those who believe that the reconstruction is going to tax our efforts perhaps even harder than did the war, and that there is cause for rejoicing in these conditions, even though accompanied by high prices, for, after all, it is not a question so much of the price one has to pay as to what relation this price bears to one's own income."

On the same subject Otto H. Kahn, New York banker, writes to Secretary of Labor Wilson his belief that prices will not be materially lowered for a number of years, if at all, and that for all practical purposes at least the war has brought a new level of prices, the existence of which must be recognized.

The New York banker quotes Prof. Irving Fisher of Yale university:

"Business men should face the facts. To talk reverently of 1913-1914 prices is to speak a dead language to-day."

Owners Fail to Produce Title Deeds.

The remarkable spectacle of titled aristocracy being subjected to a rigid cross-examination on how they secured title to coal lands was witnessed at hearings by the Sankey coal commission in London, England, when Robert Smillie, president of the British Miners' Federation asked these lords, dukes and earls many embarrassing questions.

Vast acreages and princely incomes are involved and the trade unionist, with cold dignity, challenged the noblemen, again and again, to produce the authority on which they hold these lands.

Vague assertions that "the land had been in the family since before the Roman conquest," or "if the land were not mine it would have been claimed by some one else," did not satisfy the miner's official. He wanted every statement of the lords backed by documentary evidence and in many cases the witnesses were unable to do this, and indicated no desire to show their title deeds.

The Earl of Dunham was not clear as to why he claimed ownership of 12,411 acres of coal land, and which nets him a revenue of $200,000 a year. He said he never read the title deeds to these lands, and he could see no reason for the present inquiry.

"You have caused my agent," he said, "a great deal of inconvenience by saying you wanted the title deeds here."

The attorney of one duke, whose income on coal lands is represented at over a million a year, could see nothing unfair in the fact that the duke was getting a shilling a ton royalty on the coal, while the coal digger who risked his life was paid less than that sum a ton for mining it.

"What has this commission got to do with me?" angrily asked the Earl of Northumberland, who owns mining rights that cover 250,000 acres of land and has an annual income of over $300,000. The Earl opposes the nationalization of mines. He said the miners "were trying to monopolize the mines for themselves."

The Marquis of Londonderry insisted that he had as much right to the 5,000 acres of coal land held by him and the income of $45,000 a year, as he has to the coat on his back.

The Marquis of Bute who owns 126,582 acres of coal lands, and has an annual income of over $550,000 admitted that King Edward VI was a boy between 10 and 14

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Virtually every man, woman, and child in London, Canada, now works eight hours a day or less and receives as much if not more wages than when the longer period was worked. This change has all come about within a year.

While a ministerial committee was still considering the question of the legal adoption of the eight-hour day, Danish employers and employes concluded an agreement providing for the eight-hour working day before January 1, 1920.

Members of the Victoria, (British Columbia) branch of the provincial Civil Servants' Association have voted overwhelmingly in favor of becoming affiliated with organized labor, by applying for a charter to the Trades and Labor Congress of Canada.

The Swedish upper House rejected the bill dealing with the eight-hour day question. According to a statement by a member of the government, the two chambers will consequently be dissolved and new elections will take place before an extraordinary session which is to be held this summer is convened.

The Australian Federal Government has assured the States an advance of $3125 for every returned soldier who settles on the land, and between $150,000,000 and $200,000,000 for expenditure on public works or the acquisition of land in order to give employment to repatriated Anzacs, according to an announcement made by the minister of repatriation.

More than 100,000 British farm workers are unionized. Their organization is known as the National Agricultural Laborers' Union. They have more than 2,000 locals. They are urging now a minimum wage of $12 a week for a six-day working week of 44 hours the year around. They would work unavoidable overtime at time and a half for week days and double time for Sunday.

A co-operative society of the Belgian spinning mills of flax, hemp and jute has just been founded at Ghent, Belgium, for the purpose of the buying and selling of flax, tow, hemp and jute, and everything in general, necessary or useful for the supplying of material and for the operation of the affiliated spinning mills. This society is also founded for the protection of the common interests of these industries in Belgium.

The British Ministry of Labor states that 10,000,000 receipts for unemployment have been sorted and checked from Nov. 25 last up to the end of March and the work is still in progress. The mere classification of the army demobilization forms according to occupation and the resorting of these forms under the names of some 27,000 towns and villages around employment exchages, is no light task, some 150,000 of such forms, during busy periods, being dispatched each day. The alphabetical index, consisting of loose leaf registers of all insured workers, contains 10,000,000 names, of which thousands are identical. Some 6000 names, for example, are John Smith, 2000 John Brown, 2300 William Brown, 1300 William Jones, 1000 John Macdonald, and 1000 William Davies. The statistical section, with its wonderful accounting and tabulating machinery driven by electricity, is of great aid in the present pressure of work.

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Alto, E. H.	Halmstrom, F.
Anderson, Gust	Haeik, A.
Annes, Robert	Hagberg, Aksel J.
Ako, Jack	Holm, Nils W.
Anderson, Sven	Heische, Henry
Anderson, Frank	Jacobsen, John
Amundsen, Pete	Johannsen, Fred
Andree, E. A.	Johansen
Andersen, Axel	Johannson, N. A.
Anderson, J. A.	Johanson, John
Billington, I. V.	Johanson, Fritz
Berglund, E. J.	Johanson, J. A.
Brown, Parry	Johansen, Carl
Benson, W. F.	Jones, Ernst L.
Brandes, W. M.	Johnson, J. E.
Bergh, B.	Johnson, George
Bruce, Albert	Jonasen, J.
Breien, Hans	Jensen, Jens
Baggs, H. L.	Kallis, Frank
Carregnan, M. J.	Krayer, L. H.
Craig, Thomas	Kalio, Fran
Carier, Peter	Lindholm, Chas.
Chrosie, O.	Lindner, John
Christophersen, B.	Larsen, Martin
Deneen, Henry	Liebman, Bill
De Nord, J.	Lato, Ely
Evensen, Ed.	Lagerwold, M.
Eklesan, Herman	Lindstrom, J. A.
Falvig, John	Lange, Harry
Gronlund, Oskar	Linden, Chas.
Granthal, Arthur	Middling, J. M.
Graners, Gust	Malmberg, Ellis
Gunnerud Torvald	Mamers, Chas.
Grundwald, Alvis	Martinsen, George
Grassen, Yan	Magnusen, Karl
Greenwald, John E.	Nord, Karl
Hansen, Olaf	Nelson, Harry
Nyraas, Julius	Samson, Louis
Nilsen, A.	Stringer, E.
Osterhaff, Henry	Swanson, Ben
Olsen, O. W.	Sheild, Oscar
Olsen, Martin	Sawion, J. W.
Olsen, Nick	Scirke, Murphy
Pedersen, H. S.	Strom, C. Leonard
Petersen, Nils	Tromzell, W. H.
Petz, Fritz	Thompson, Alex.
Petersen, Hugo	Thompson, Maurice
Peters, Joseph	Thomson, Gust
Ragmund, Frank	Tornlund, J. N.
Raytke, Otto	Tiller, Edw.
Rosenthal, Walter	Thoren, E. A.
Roed, L. A.	Tillman, Andrew
Rudowig, H.	Vizcarra, Oscar
Raaum, Henry	Wrigg, F.
Roseablad, Billy	Wilhalmson, Karl
Steinberg, Alt	Wahi, J.
Smeborg, Olaf B.	Wiklund, T. J.
Stratten, M.	Wichman, Carl H.
Sanders, Chas.	Yeaman, W. E.
Stromberg, A.	Zunderer, Leo

INFORMATION.

I have been informed that a number of attorneys have requested members of the crew of the S. S. "Abangarez" to file claims for salvage services rendered to the bark "Ninfra." For the information of such seamen, it might be said that a settlement has been effected in the sum of $50,000 through an arrangement made by me as representative of a few of the crew, with the attorneys for the owners of the "Abangarez." It is agreed that the crew shall receive one-fourth of the award, about $12,500. All the crew need to do to get their money is to apply to the owners. Members of the union applying here can get their funds without any charge whatsoever for services rendered by this office. S. B. AXTELL, 1 Broadway, New York, N. Y. 6-18-19

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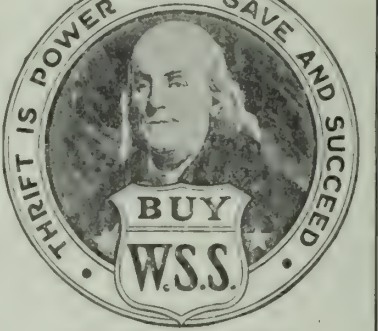
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Pacific Coast Marine.

The 9400-ton steel steamer "Mulpua," which was recently completed by the Moore Company, has completed the official trial trip, and has been accepted by the officials of the Shipping Board. The vessel has been turned over to Struthers & Dixon for operation and management.

The barkentine "Kohala" sailed from Wellington for Eureka June 4, according to advices received at San Francisco. This is the first time a sailing ship has cleared from the South Pacific for the Humboldt port since the war disturbed shipping conditions on the Pacific. The vessel will load a cargo of redwood at Eureka.

The thirtieth launching at the Moore Shipbuilding Company's yards, at Oakland, took place when the 9400-ton freighter "Mehanno" slid from the ways on June 7. The vessel was sponsored by Miss Constance Martignoni. The "Mehanno," like the other twenty-nine ships, was built for the United States Shipping Board. Miss Martignoni earned the right to christen the vessel by her work for the Victory Loan.

Navigation on the Yukon River was opened on June 10, when the first sailing of the year was made on a White Pass and Yukon River boat for Dawson. Another sailing will be made shortly as far north as Fairbanks. The river boats "Julia B" and "Seattle No. 3" are also awaiting at St. Michael for freight from the "Victoria" and "Senator" to begin the first voyage to Tanana. The Yukon River at this time is at its lowest stage on record.

According to local shipping men, who have just returned from the East, the Pacific Steamship Company has opened negotiations with the Government for the purchase of the former Hill liners "Northern Pacific" and "Great Northern." These vessels, both of which will not be released from troopship duty until August, are to be utilized by the Pacific Steamship Company in either the Panama trade or in the freight and passenger service to Hawaii out of San Francisco.

The steamer "Roosevelt," formerly Admiral Peary's flagship, which he used in Arctic explorations when he discovered the North Pole, has been taken to Seattle from Bremerton and tied up, pending her sale to private parties. The "Roosevelt" was purchased at New York in 1915 by the Government, and in 1916 was brought through the Panama Canal to Seattle. She has been making trips three and four times a season to the Pribiloff Islands to furnish supplies to the fur stations.

Expert Kanaka swimmers have salved 300 tons of cocoanut oil that was comprised in the cargo of the schooner "William Olson," which was stranded and wrecked on Nihau Island, H. T. According to Frank Malony of the Breck-Mitchell Company, the oil, in barrels, was drifting about between the rocks in the vicinity of the vessel, which had broken up. The natives, who are expert divers and swimmers, managed to make their way to the stranded craft, extricate the barrels and get them ashore.

The Marconi Wireless Company has announced its intention to open new offices at 300 California street, San Francisco, in anticipation of the Government giving permission to operate the sending and receiving stations at Bolinas and Marshall Bay. The Navy Department has relinquished control of the big plants, but the right to resume commercial operation has been withheld. It is expected that the plants will be working within a few weeks owing to pressure being brought to bear by all of the shipping and overseas commercial interests, who affirm business will be benefited if the wireless is resumed and all congestion in the overseas cable and radio systems is eliminated.

As a result of the establishment of the new line of Government steel steamships in the direct service between San Francisco and other Pacific Coast ports and Europe, under the operation of Williams, Dimond & Co., there have been numerous changes in pier assignments on the water front by the Board of State Harbor Commissioners. Williams, Dimond & Co. will need all of pier 17, and the result is that the Gulf Mail line, which has shared that assignment, will shift to pier 23. The Albers Milling Company will be at pier 7, and the White Flyer line will shift the operation of the "Humboldt" from pier 22 to pier 7. The Parr-McCormick line will also operate from pier 7.

The 800-ton submarine "S-36," completed at the Union plant of the Bethlehem Shipbuilding Corporation, slid down the ways at 6 o'clock p. m., on June 3, being one of the forty of that type now under construction for the Government. The submarine was sponsored by Miss Helen Russell, fourteen-year-old daughter of Lieutenant George L. Russell, United States Navy, assistant to the inspector of engineering materials at the Union plant. Eleven other submarines of the "S" class are under construction at the Union plant, five of which were launched recently being nearly completed. During the war the plant built six submarines of the "R" type that were delivered to the Government.

The steamship "City of Berkeley" was launched on June 14 at the plant of the Union Construction Company in the Key Route basin in Oakland. C. A. Farnsworth of the Federal Reserve Bank of San Francisco was the orator of the day. He told how Berkeley won the right to name the ship, because of the high percentage of oversubscription made by Berkeleyans to the Fourth Liberty Loan. Mayor S. C. Irving responded to Farnsworth's address. Miss Berkeley Howell christened the ship. The Committee in charge of the launching was headed by E. F. Louideck. The "City of Berkeley" is a steel ship 417 feet long and will draw twenty-six feet of water. The carrying capacity is 9400 tons and the cost is about $1,800,000. It is the third vessel to be launched at the plant of the Union Construction Company.

The manager of the marine department of the Chamber of Commerce announced during the week that the shortest route for ships traveling between New York and Yokohama was via San Francisco. The actual distance between New York and the Japanese port, via Honolulu, is 10,108 miles. Vessels steaming via the port of San Francisco save 298 miles. The general opinion existing is that distance is saved by steaming via the island port. The experts are of the opinion that the matter of 298 miles would not figure even if it were against San Francisco. This belief is based upon the known fact that all of the ships plying between the Atlantic and the Orient are coal burners and all have to renew the supply of fuel in the bunkers at some port. This can be done more expeditiously at San Francisco, where the facilities are more than adequate for present needs. According to the officials of the King Coal Company, there is no difficulty in bunkering a total of 50,000 tons or even more each month, and if necessary the facilities can be enlarged. The saving of time in coaling is too important a factor to be ignored in ship operation, and it is believed that nearly all of the steamers plying between the Orient and the Atlantic will make this a port of call.

The Star Trading Corporation of New York has announced its intention of establishing a line of freighters on the Pacific to be operated between San Francisco and the Far East as soon as the shipping conditions will permit. The announcement was made by Robert J. Kilbey, vice-president, who has arranged to open offices at 40 California street. There will be ten offices, covering an entire floor. Kilbey was formerly traffic manager for the Java-Pacific line and was succeeded by Jack Stubbs. Kilbey went to New York several weeks ago, and, owing to the demand of the Eastern firms to get representation here, had the choice of a number of concerns. The new line proposes to take in Batavia, Manila, Cheriban, Samarang, Soerabaia, Macassar nd Hongkong. It is expected that the fleet will be initiated with 8800-ton oil burners and that there will be not less than two sailings each month. The announcement of the American concern is taken as an indication that big business developments are expected between this country and the Orient, including the Dutch East Indies. The Dutch steamship concerns have enjoyed what was nearly a monopoly among the islands of the Far East for many years. It is contended that American ships giving adequate service will obtain a fair share of the business.

W. R. Grace & Co., general agents on the Pacific Coast for the Johnson line, well-known Swedish concern, have been advised from Gothenburg that the motor-ship "Lima" had been substituted for the "Kronprinsessen Margareta" and that the big 9200 deadweight ton ship would sail from that port for San Francisco June 29. The "Lima" will proceed to Chille after passing through the Panama Canal before coming to San Francisco. The "Balboa" has also been added to the fleet to operate here. This vessel is of the same class and type as the "Lima." The difference between the motor-ships to be sent here from Scandinavia in the future and those that came here in the past years is that the former ships are bigger. Nearly all of the Swedish, Norwegian and Danish shipping concerns have decided to put their steamships in the discard. In the future they will consist of big craft with sufficient power to travel at twelve or thirteen knots when fully loaded. The initial ship of the internal combustion engine class to come here was the East Asiatic motor-ship "Siam." This was one of the early and smaller type and differed vastly from the "George Washington," which made motor-ship history on the Pacific recently. It is the general opinion here among shipping men that the Scandinavians have made such rapid strides in the new type of construction that it will be difficult to catch up with them.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

UNION LABEL TRADES AND LABOR COUNCIL SAN FRANCISCO

WEDNESDAY, JUNE 18, 1919.

THE WASHINGTON CONFERENCE.

As the result of the Ocean Marine Industrial Conference, held under the auspices of the United States Shipping Board in Washington, D. C., on June 4 and 5, resolutions were adopted recommending that representatives of the shipowners in the Atlantic and Gulf Districts meet with representatives of the marine labor organizations and representatives of the Shipping Board in New York on June 23, to consider matters which the Atlantic marine labor organizations had submitted for consideration. It was also recommended that the joint committee take other action with regard to establishing agencies for conciliation and arbitration as recommended in the resolutions. The New York meeting will be held at 10:30 a. m. in the Assembly Hall of the Merchants' Association, Woolworth Building.

Following is the text of the resolutions adopted, in full:

Whereas, Certain agreements fixing compensation and conditions of labor on the Atlantic and Gulf coasts have expired, and certain demands have been made by organizations affiliated with the International Seamen's Union and licensed officers' organizations; therefore, be it

Resolved, That these demands received on or before June 7th be submitted to the American Steamship Association and other shipowners in the Atlantic and Gulf districts for their consideration; further

Resolved, That the conference recommends that various shipowners should appoint representatives to confer with representatives of the unions and of the Shipping Board, for the purpose of reaching an agreement, and that this committee shall meet on June 23, 1919, at New York; further

Resolved, That the conference recommends that this committee should also consider and make recommendations as to the establishment of local grievance committee at Atlantic and Gulf ports, and also the establishment of a central appeal board.

It will be noted from the foregoing that the avowed object of the Washington conference "to create some permanently established national agency for the consideration and adjustment of labor issues," etc., has not been accomplished. At any rate, discussion of that subject has been postponed to a future date. There seems to have been too great a difference of opinion upon the nature and character which such a proposed national agency should assume.

The organized seamen's representatives at the conference, in effect, favored the establishment of a national joint advisory council of merchant shipping upon the following basis:

First. That such a council is to be composed of representatives elected by the existing organizations of shipowners and seamen;

Second. That both parties have an equal voice and vote in the deliberations; and

Third. That the council must not interfere with, or assume to restrict the freedom of action of either party.

Other interests at the conference were strongly inclined for the creation of a national board or council with rather autocratic powers, to decide compensation, hours of labor, etc.

The greatest difference of opinion, however, was over the old question of "preference to unionists" in hiring a ship's crew.

As already stated the conference finally adjourned without arriving at a mutually satisfactory conclusion. But this much has been gained. There has been a frank and free discussion of the whole subject matter. And as long as men will meet in conference and talk about the problems confronting them prospects for ultimate understanding and harmony are always in evidence.

Here's hoping that the New York meeting will be more successful!

WAGES VERSUS PRICES.

That an increased wage does not necessarily mean "more eats" is clearly illustrated by data just made public by the Department of Labor.

A comparison of changes in trade-union wage rates and in retail prices of food from 1907 to 1918, shows that an hour's wages in 1918 purchased but 79 per cent. as much food as in 1913, and a week's wages but 77 per cent. as much.

As compared with 1907 an hour's wages in 1918 bought but 72 per cent. as much food and a week's wages but 69 per cent. as much food.

The remedy for this state of affairs is obviously along different lines than "more" wage raising.

Clearly, the point of attack must be changed. When retail prices continue to "go up" at a much swifter pace than wages there must be something wrong with the distributive machinery.

As long as the machinery of distribution remains under the control of a third party the middleman,—there can be little hope of reform in this quarter. One way out of this dilemma is the co-operative method of buying and selling, now officially advocated by the American Federation of Labor.

Will it work?

Well, this is what Justice Brandeis of the United States Supreme Court has to say about it:

The power of wealth and of privilege can be successfully met by the people only by utilizing to the full extent the power of numbers; utilizing that power not only politically but industrially. . . . Emancipation can come only through the utilization by the people not only of their power of production but of their own purchasing power.

The essence of the trust is a combination of the capitalist, by the capitalist, for the capitalist.

The essence of the co-operative society is association of the people, by the people and for the people.

So, why not try co-operation as a remedy for industrial ills?

SELF-EXPRESSION.

We hear much these days about the right of peoples for self-expression and self-determination.

But how about the individual's rights in this respect? Manifestly, ambition can live only when the worker has an opportunity for self-expression. It will not suffice to say that any man or woman who has the qualifications may still get to the top. To be sure there have always been exceptional people; but we are dealing with the masses, who, it must be confessed, are very ordinary, but who, nevertheless, are human beings with an undisputed right to live. Not all the poor have the power of initiative, but even though they had, physical disability due to poverty or sickness often prevents them from executing their wills.

That considerable percentage among us known as "the poor" cannot afford to rest during times of illness. They must keep on, for to stop means even greater poverty than they are enduring. It is this inability to properly care for themselves physically that results in an early death, or at best, an old age at a time when they should be enjoying the vigor of full manhood and womanhood. True, a few have risen from the ranks of poverty to positions of power and influence, but in very rare cases did these come from the class who are cursed with the extreme poverty found in most of our cities. Most of those who have succeeded despite the handicap of poverty came from the farm, where, even though they may not have had the advantage of good clothing and education, nevertheless developed strong bodies, which gave them the power to struggle against the most adverse circumstances. Those who have risen from poverty to high positions in life had this physical capital to bank upon, thus possessing an asset of which the tenement-bred children, for the most part, are deprived.

What right, what opportunity, have these kiddies for self-expression?

HARBOR TRANSPORTATION.

The Information Bureau of the United States Shipping Board has supplied the JOURNAL with a copy of the following resolution adopted by the Harbor Transportation Section of the recent Washington Conference called "to promote efficiency and industrial harmony in the marine industry":

Resolved that it is the sense of this conference that the adjustment of all matters between employers and employes in the operation of marine harbor equipment is a matter of local concern affecting only the particular port involved and that the adjustment of any differences should be by collective action of the parties in interest and in order that this may be encouraged be it further

Resolved that this conference recommend that in each harbor where satisfactory arrangements do not now exist a local board be created consisting of equal numbers of representatives of employers and representatives of employes to settle and adjust all matters in dispute between them, and that in case of a deadlock the local board shall select an impartial umpire in such manner as it may determine.

Ninety-four and three-tenths per cent. of the men in the army were fit for service at all times, and of the 5.7 per cent. of non-effectives, only 3.4 per cent. were rendered so by disease. Of 195,000 Americans who were wounded, the lives of 182,000 were saved.

THE FLYING AGE.

Closely following upon Lieutenant-Commander Read's successful flight to Europe, via the Azores, two young British officers have realized the final goal of all the ambitions which flying men have ventured to dream since the Wright brothers first rose from the earth in a heavier-than-air machine. All of Monday's papers featured the news that Captain Alcock and Lieutenant Brown had landed on the Irish coast after the first non-stop flight across the Atlantic. Their voyage was without accident and without unforeseen incident, so far as can be learned. It was a straight-away clean-cut flight, achieved in 16 hours and 12 minutes—from Newfoundland to Clifden, Ireland, more than 1900 miles.

Really, the time seems to be rapidly approaching when flying will be as popular as motoring. Already British manufacturers are said to be overwhelmed with orders for business and pleasure craft, and are turning them out as rapidly as possible, their aim being to please all tastes and purses. A leading firm is advertising the "poor man's flyer," a 46 horsepower plane comfortably seating two persons "in the upholstered cockpit," for a measly $1250.00. The cost of the upkeep is reported to be about equal to that of a small car. The same firm is supplying business concerns and commercial travelers with a flyer named the "Kangaroo" of the war coastal patrol type. It does 70 miles an hour, carries passengers, a ton of baggage and samples. Other designs of air taxies and runabouts and large family flyers are also advertised.

British seaside resorts are besieged with applications from promoters of air joyrides, which are likely to be a popular feature of the summer holidays. A private company has established an aerodrome in North London for pleasure flights in the metropolis.

The British Air Ministry has arranged a series of aeroplane flights to various parts of the world in order to demonstrate the excellence of the British aeroplanes. Cambridge University has established aeronautical chairs, £200,000 being donated by Emile Mond in memory of his son who was killed while flying. And so on and so forth.

When all has been said, however, the glorious historical fact will remain that an American aviator in a United States plane negotiated the first trip "across."

The struggle of the labor movement has never been a kid-glove affair. It has been a hard, rough, uphill battle. Like every other movement making for freedom, it has had its martyrs, and its earnest, fearless, inspired leaders. And it has been ever true to its traditions, because its ideals and its needs keep it true to the causes of humanity. Today, as never before, it is fighting for human happiness and free institutions.

Soldiers who fought in the war with Spain lost in weight on an average of twenty-two pounds each; the average American soldier at the end of the fighting in 1918 weighed twelve pounds more than when he went into the army. Contrasting the work of the quartermaster and the medical and the sanitary departments in the two wars isn't exactly comforting to the present-day critics.

SHIPPING BOARD FINANCES.

Chairman Hurley Submits Request for Funds to Chairman of House Committee on Appropriations.

Following is a copy of the letter from Chairman E. N. Hurley of the United States Shipping Board to Representative James W. Good, chairman of the House Committee on Appropriations:

Hon. James W. Good, Chairman Committee on Appropriations, House of Representatives, Washington, D. C.

My Dear Congressman:

In presenting to you the request of the United States Shipping Board for funds, I feel it my duty to give you an outline of our shipping problem as a whole. The interrelation of the shipbuilding and ship-operating industries is very close, and the unprecedented conditions which the war has imposed upon both of them cannot safely be adjusted to normal without carefully considered action by the Government, at whose call they abandoned the normal limitations of commercial organization and adjusted themselves to the abnormal conditions of war. Moreover, the importance of those two great industries to the prosperity of the American people is so great that the necessity for establishing them upon a healthy commercial basis is widely recognized as a prime matter of national policy.

During the nineteen months in which our country was actively engaged in the war, the United States Shipping Board Emergency Fleet Corporation expanded the shipbuilding capacity of the United States from an unimportant position among the world's producers of ocean-going tonnage to first place. At the same time it has increased the overseas merchant fleet of the United States from a negligible quantity to second place. Our program has been molded, and its closing-out has been planned, with the idea of leading the two industries Congress consigned to our administration during the war up to the point at which they may strike out and develop on a commercial basis. The consummation of our efforts is dependent upon and now awaits the action of Congress in granting our request for funds, and in directing the manner in which we shall dispose of the Government fleet. Congress has authorized $3,671,000,000 and appropriated $2,625,451,000. We shall need all the money which has been appropriated, and in addition we shall require $673,368,301. However, the sum of these two amounts ($3,298,819,301) is $372,180,699 less than the amount Congress already has authorized us to spend.

The shipbuilding program has been greatly reduced since the signing of the armistice. We have suspended or cancelled contracts for 754 ships aggregating 3,797,825 deadweight tons, which would have cost $797,564,276 to complete. The cost of cancelling these contracts will be about $202,853,456, and the saving effected by cancellations will approximate $594,710,820.

The following is an account of our financial operations to date:

Actual expenditures and net commitments for shipyard construction, housing, transportation, etc., amount to $270,482,975, and it is estimated that the salvage will be $81,272,700. This means that we shall have to charge off from our shipyard, housing and transportation investment, $189,210,275, which is 5.6 per cent. of the total amount Congress has appropriated and is requested to appropriate.

On March 31 we had spent in the administration of the home office, the field establishment, and the district offices, $24,173,000. By July 1 this item will reach $29,500,000. It will require an additional sum of $15,500,000 to complete the program. This makes a total administration outlay of $45,000,000, or 1.37 per cent. of the total amount Congress has appropriated and is requested to appropriate.

The three net expenditures described in the last four paragraphs total $437,063,731. The subtraction of this amount from $3,298,819,301, the total appropriations made and requested, leaves $2,861,755,570 to be accounted for in ships. For this sum we have built and expect to build 2434 vessels aggregating 13,885,106 deadweight tons. On its face, this ratio of tonnage to monetary outlay would indicate a cost of $206 a deadweight ton. However, the actual cost of the ships to the Government is considerably less than this amount for the following reasons:

Some shipbuilders have paid into the United States Treasury income and excess profit taxes aggregating $40 a deadweight ton on the vessels they have constructed. Others have paid the equivalent of $30 a ton. It is estimated that at least $25 a deadweight ton has been returned to the Treasury in this manner by all shipbuilders. This $25 does not include any taxes paid by the hundreds of subcontractors who manufactured the steel, the boilers, the machinery and the many other things which go into the ships; but when multiplied by 13.885,106 deadweight tons, it indicates a rebate of $347,127,650, which, when subtracted from $2,861,756,570, leaves $2,514,527,920, or $180 a deadweight ton as the actual cost to the Government of the fleet which played an essential part in the

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 16, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good, plenty of members ashore.

HARRY INGWARDSEN,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., June 9, 1919.
General conditions unchanged. (See Vancouver report.)

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., June 9, 1919.
Situation unchanged. General sympathetic strike still on. Please stay away from British Columbia.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 9, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, June 9, 1919.
Shipping fair.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 9, 1919.
Shipping fair.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, June 9, 1919.
Shipping rushing; men scarce.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, June 9, 1919.
Shipping very good.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 2, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 12, 1919.
No meeting; no quorum. Shipping fair; plenty of members ashore.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, June 5, 1919.
No meeting. Shipping medium; scarcity of Second Cooks and Bakers.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone 2233.

San Pedro Agency, June 4, 1919.
No meeting. Shipping good; no members ashore.

JOE MACK, Agent.
No. 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

The wooden Ferris type steamer "Cabria" was launched from the McEachern Ship Company's plant at Astoria on June 13. The "Cabria" is the eleventh hull of the McEachern Company and will in all probability be the last vessel to take the water from the Astoria yard. Unless present plans are changed the "Cabria" will be completed only as a barge.

The port of Seattle Commissioners has adopted a resolution favoring the free port plan and the secretary of the Commission was instructed to bring this action before the New York Merchants' Association in New York, on June 30, where the free port proposal will be discussed. It was suggested that Lake Union serve as Seattle's free port zone.

According to Seattle fisheries headquarters of the Government, 4000 seal skins, 667 blue fox and thirty white fox furs were taken from the Pribiloff Islands fur stations to San Francisco on the radio tender "Saturn." The blue fox skins are valued at an average of $100 each, the white fox $35 each, and the seal fur $65 each.

OUR WASHINGTON LETTER

(By Laurence Todd)

At last we have the strike of the Commercial Telegraphers' Union, which will be reinforced in ten days by the strike of the International Brotherhood of Electrical Workers. Postmaster General Burleson, facing the showdown of a strike, has quit cold, as President Konenkamp of the Commercial Telegraphers pointed out to-day. Rather than face the resistance of the men whom he has driven to fight, when all they wanted was good faith and a square deal, the Texas land baron has hastily thrown the telegraph and telephone systems back into the hands of the private corporations. He has run away after planting his industrial explosive.

It is unfortunately true that the commercial telegraphers have not been well organized in the past. The great numbers that have joined the union during Burleson's terrorist regime of the past year may not be proof against the cajolery and trickery that Carlton of the Western Union Telegraph Co. and Vail of the Bell telephone trust will employ to break up the strike. It may be that the strike will be only partially effective in some parts of the country. But in other regions it will be fully effective. And when the Electrical Workers get into the fight on June 16, the whole situation will be changed from what the public sees in the first days of the walkout. The one chief "gas attack" which Carlton and Vail will employ will be the suggestion that Burleson has kept the company and its employees apart, and that in each locality the local manager will see that every man or woman who quits the strike will be given all the demands made—except union recognition.

One of the answers to this hypocritical plea will be the quick formation of committees to tell the strikers' side of the case to the public and to the returned soldiers especially, for it is among the returned soldiers that the immediate danger of the securing of strikebreakers exists. If the men just out of khaki refuse to be made the catspaws of the wire trust and the political industrial junkers, then the strike will be won in a few weeks.

By the time these lines are printed a resolution calling for the dismissal or impeachment of Burleson will have been introduced in the Atlantic City convention of the American Federation of Labor. Thos. F. Flaherty of the National Federation of Postal Employees, E. J. Gainor of the National Association of Letter Carriers, and E. J. Ryan of the Railway Mail Clerks are the delegates who will draft it. The resolution will instruct the executive council to ask President Wilson to dismiss Burleson, and in the event of the failure of the President to do so, it will instruct the executive council to appeal to the present Congress to impeach the Postmaster-General. Reasons for dismissal or impeachment will be furnished, based upon Burleson's systematic cruelty to individuals and venomous hostility to trade union organizations within the postal and wire services.

That the convention will deal with Burleson and Burlesonism as well as with the private autocrats in the telegraph and telephone companies is certain. Konenkamp will be in Chicago, directing the wire strike, but his organization will have spokesmen at Atlantic City who will report on the battle and make any appeal for co-operation that may be found advisable. The 550 delegates now on their way to the convention will not be slow to give support. They realize that now is the best time the country presented, for a winning fight.

Organized labor is in fine shape. The report of the executive council to the convention shows that the total vote of the unions to be represented at Atlantic City, based on the average per capita tax paid for this year to the A. F. of L. is 3,384,900. Last year it was only 2,837,500. In 1914 it was 2,118,500. From the standpoint of numbers, the labor movement was never so well prepared to close up the gaps in its ranks as it is today.

One of the biggest of the new factors in the movement is the organized woman in industry. The National Woman's Trade Union League has just been in convention in Philadelphia, and was in session when the Senate was dragged over the line for the final passage of the suffrage resolution for amendment of the Federal Constitution. Twenty million women will be voters about two years hence, who have not been voters thus far. It is likely that the Woman's Trade Union League will be the most influential body in the United States in molding the political and economic action of these new voters.

What do they want? Well, yesterday they adopted some resolutions, among which was one calling for the 44-hour week. Another demands that this limit be applied, with a daily limit of eight hours, to the work of the 2,500,000 women and girls now engaged in domestic industry—in hired housework. For the 18,000,000 women who do their own housework they demand the application of more labor-saving inventions, most of which are now the possession of the rich only.

Also, they demand that American and Allied troops be recalled from Russia, that the food blockade against Russia and other nations be raised at once, and that the Russian Soviet government be recognized. Mrs. Raymond Robins, Miss Elizabeth Christman, Miss Alice Henry, Miss Anne Hogan, and Miss Pauline Newman favored the resolutions. No speeches were made in opposition, and only nine of the 300 delegates voted in the negative.

Just to show that they were real trade unionists, the whole convention went on picket duty with the striking employees of the Keystone Telephone Co. after the day's session. And they adopted a resolution asking the governors of the States to call special sessions of the legislatures to secure immediate ratification of the suffrage amendment.

One of the disappointments which these women, and possibly most of the men, in the convention will get from the report of the executive council is its failure to recommend any action on health insurance. The issue has been carried along from year to year, while State labor bodies have gradually moved over into the camp of the advocates of public insurance of the health of the wage workers. This year the council states that its special committee made a report which was considered by the executive committee, and that "divergent views were manifested by some of our members," so that the executive committee now asks authority to investigate on its own account and make public its own findings "as the position of the A. F. of L. upon health insurance." What the committee's report was, and who objected to it, is not indicated.

More immediately interesting to the delegates, no doubt, will be the old question of proposed changes in the form of organization—the trade union versus the "One Big Union" plan. While the labor papers in the territory where the latter plan is now strong—in Western Canada and the Pacific Northwest—carry a great many items of news indicating that the One Big Union is the favorite of a big majority of the locals and of the members attending meetings, yet the officers of international unions involved in the reported dissolution of ties between these locals and the internationals still declare that their members are standing fast within the internationals.

For example, Vice-President Anderson and General Secretary Davison, of the International Association of Machinists, said to-day that the supposed secession of their membership in Western Canada was imaginary, or on paper. One lodge in Vancouver, it was admitted, voted to quit, but half of its members promptly formed a new local and they expect to get back all but a score of the original members. The two officials insist that the One Big Union movement has "flattened out," and that it cannot be seriously considered.

"They have no talking point," said Davison, "because the machinists have for years advocated the amalgamation of all the metal trades unions, and at Atlantic City we are going to put up that proposition. We shall ask for a conference which shall be urged by the federation to bring about the amalgamation of all organizations in the metal industries."

Organizer Thomas Williams, who attended the recent conference of steel workers in Pittsburgh, called to consider means of organizing that industry, reported here that the majority of the delegates were insistent upon an industrial union, and that because of lack of agreement upon this point the result of the conference was not quite satisfactory. The expected steel strike is now postponed.

The machinists, incidentally, must again fight their jurisdictional battle with the Flint Glass Workers this year. The report of the executive council indicates that the executive council would like to compel the machinists to surrender to the decision of previous convention, but that it is no longer willing to recommend the expulsion of any of the bigger organizations. The Flint Glass Workers, of course, will demand that the machinists be expelled for refusing to comply with the jurisdictional decision. They will be beaten on that point.

Uncle Joe Cannon was commenting on a certain governmental bureau. "It's a mighty polite bureau," he said thoughtfully. "Why, they never fire a man in that department. They ask him to tender his resignation. And tendering, you know," and Uncle Joe smiled, "tendering makes it less tough."

COMMERCIALIZED LYING.

The revolution in Russia has given rise to the greatest flood of mendacity we have known in our day and generation.

And when it is reflected that we live in an age that has commercialized lying, and turned what was once an individual art into an organized industry, it will be recognized that the pre-eminence accorded to Russia in this respect has something behind it both sinister and significant.

Lying of this description is not indulged in for the pleasurable exercise of the inventive faculties, nor as a stimulus to the imagination. It's a business proposition. Self-interest is the animating principle in it, and you can depend upon it that somebody expects to reap an immense advantage from the enterprise.

What then, is the advantage looked for? And who is hoping to get it?

* * *

When the Czar was deposed, and the Russian Republic proclaimed, there was much rejoicing in all the strongholds of Capitalism.

Cheers went up from the Stock Exchanges of the world. Chambers of Commerce carried enthusiastic resolutions congratulating the new-born democracy. And in a hundred Parliaments of Reaction there were expressions of solemn delight at the overthrow of autocracy!

It was evident from all this that it was not anticipated that the revolution would disturb the supremacy of capitalism in Russia. It might even open up new fields of exploitation, for aristocratic brigands sometimes get in the way of plutocratic highwaymen; and competition in theft is apt to diminish the profits of the game.

But when the second phase of the revolution was reached—when Kerensky, the tool of the allies, was swept from power, and the Russian workers and peasants took control, and set up their Soviets—there was a sudden change in the attitude of the world's capitalists.

It was then that the deluge of lies began. The prostitute press got busy. Awful tales of Bolshevik atrocities made their first appearance in the columns of the newspapers.

The politicians who are kept to do the dirty work of capitalism were given the tip, and started squirting mud and spitting venom. Sleek parsons, fattened on the skimmings of the thieves' pot, stood up in their pulpits, and in the name of Divine Truth propagated the gospel of the Father of Lies.

The Bolsheviks were murderers; they were violators of women; they were devourers of children; they bottomed such depths of bestiality as made the fierce baboon a gentleman in comparison.

And day after day this wild outpouring of falsehood continued; at the present moment it is raging with undiminished fury.

What is the reason of it? Why do they lie about Russia in this unprecedented fashion?

* * *

It is because they are afraid.

Capitalism has gone the way of Czardom over there, and they are in mortal terror lest the example prove infectious. And when rogues are panic-stricken they resort to two weapons of defence—slander and violence. They will stab their enemies with a foul knife or poison them with a foul tongue.

That is exactly what has taken place in this instance. The Bolsheviks are being hideously maligned in every capitalist country, counter-revolutionaries and foreign foes are being bribed to attack them, and in the North of Russia the allies have landed an invading army.

All because the capitalists of the world are afraid. They tell you they are, themselves. They fear, they say, that the doctrines of Bolshevism will overrun the earth; but they take care to add that such a triumph would be a terrible calamity, throwing civilization and all its hallowed institutions into the hands of the vilest wretches unhanged.

They are so afraid, fear has so unbalanced their judgment, that they cannot perceive that the slander refutes itself.

If Bolshevism were the abomination they represent it, its spread need not be dreaded. The mass of the people do not love murder and rapine; they would never be captivated by the preaching of crude and bloody scoundrels.

Bolshevism, of course, is not at all what they say it is. It is to find out what it really amounts to, and what it is actually doing, so much has Russia been isolated by the flood of lies let loose upon it. But gradually the truth is becoming known.

That eminently respectable paper, "The New Statesman," published in London, recently informed its highly decorous readers that it had received from sources on which it placed "complete reliance," information about the operations of the Bolsheviks which it felt bound in the interests of truth and justice to publish as far as its voice would reach.

And this was the gist of "The New Statesman's" information:

"Order in Russia is more thoroughly established than at any time since the fall of the Czar."

Factories are rapidly restarting work. "Management of factories by committees of employers failed, and management by Soviets has been substituted with growing success."

The Bolsheviks are "cleaning the country of bribery and corruption."

"The great mass of the professional and petty bourgeoisie have gone over to the Bolsheviks." "In the large towns the workmen are almost unanimous supporters of the Soviets. . . The great majority of the peasants are now keen supporters of Bolshevik rule."

"The New Statesman" also makes it quite clear that the allies are not invading Russia because the Bolsheviks have repudiated the public and private debts owing to foreigners. As a matter of fact they are "willing to pay the interest in food and raw materials, to surrender their gold, and grant timber and mining concessions in the Urals and elsewhere," on the single condition that the allied armies are withdrawn.

Instead of which those armies are being reinforced, while the inundation of falsehood never ceases. The capitalists of the world are so afraid! They are so afraid that Bolshevism will win the approval of their own peoples, and that capitalism everywhere will perish, as it has in Russia.

That is why the American Delegation, as we were told by cable this week, "has decided not to publish the report of Mr. Bullit, an American journalist who recently visited Russia as a sort of unofficial representative of the American Government."

The cable adds: "It is persistently rumored that Mr. Bullit brought back a proposition from Lenin, that the report is decidedly pro-Bolshevik, and declares that the Soviets are the de facto government of a large part of Russia." The American Delegation refuses to publish that report because it fears the truth. The capitalists of the whole world fear the truth.

* * *

The methods of the Bolsheviks might not be followed in all other lands. In this Australia of ours they certainly would not be, for peaceful means are available.

But the spectacle of a working class owning and controlling the instruments of production, and successfully carrying on all the administrative functions of society in such a vast country as Russia would be inspiring everywhere.

So the torrent of lies goes on. Is it to be wondered at, when the truth would be fatal?

Capitalism is doomed, but we can hardly expect it to dig its own grave, and invite us to push it in.—The Australian Worker.

Demand the union label.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

years of age 360 years ago when he signed documents conveying the lands which now form the Bute estates.

The Marquis said he should be paid for these lands if they were nationalized, even if it were shown that the signature of the boy king on these documents was forged.

Lord Tredegar was impatient with the commission. This nobleman's annual income is $425,000. He said he was "somewhat rusty" about the title to these lands; that they were in his family from time immemorial and that if he didn't hold them "some one else would." One of the commissioners presented proof that large tracts in Lord Tredegar's holdings were never purchased. It was shown that the witness has an income of $95,000 a year from a railroad one mile long which cost $200,000 to construct. Other coal operators are forced to use this line, which is called the "Golden Mile" railroad.

Employment Board Urged.

Secretary of Labor Wilson has appealed to Congress to create a permanent public employment service.

There was an appropriation of $272,000 in the deficiency bill to continue the United States employment service, but this was stricken out by a parliamentary move by Congressman Blanton of Texas and now the service must curtail its activities and possibly be forced to disband temporarily.

In his letter Secretary Wilson says that the placing of workers should not be left solely to private fee-charging agencies.

"Inasmuch as the interests of the private fee-charging agencies are fostered by constant shifting of workers from one employment to another," he says, "they are under constant temptation to which, unfortunately, they sometimes yield, to encourage restlessness among laborers and thus to increase the evils and economic loss which inhere in a large labor turnover."

Burleson's "Paternalism."

Refusal of Postmaster General Burleson to observe the postal eight-hour law is inflicting hardships upon postoffice clerks and depriving former soldiers and sailors of an opportunity to get employment. The statement was made by Gilbert E. Hyatt, president of the National Federation of Postal Employes in a speech in Washington.

"In the city of Minneapolis," he said, "We have the spectacle of postoffice clerks being worked 10 and 11 hours a day while soldiers are begging quarters and dimes from passers-by in front of the postoffice. Our appeals to Mr. Burleson to restore the eight-hour day in this and other offices, and thereby give the former military man a chance for a job, have been in vain."

Federal Home-Loan Banks.

To obtain information regarding the present condition of building and loan associations in all parts of the country and to ascertain the sentiment in regard to the establishment of federal home loan banks, the United States Department of Labor recently sent out a questionnaire, the returns from which contain valuable information on the building situation.

According to the questionnaire returns, 63 per cent. of the associations are now being offered more business than at this period of last year. Many of the reports show increases of from 10 to 1,500 per cent. over 1918 in the volume of business.

No "Short-Cut" Road to Industrial Peace.

There is no "easy" way to solve industrial and social problems, declared President Gompers, replying to a Washington (D. C.) newspaper which has revived the plan to hold a national conference to meet in that city and discuss these questions.

The newspaper asked President Gompers' views on the proposal, and the trade unionist replied:

"A conference of the character indicated may be helpful in bringing men to a better realization of each other's point of view and the claims which the workers make upon society as a more adequate reward for service performed.

"If, however, there is in the project the thought that a 'set of basic principles for guidance in solution of labor problems and assurance of industrial peace' can be adopted, it will utterly fail. There is no royal road to a final solution of the 'labor problem,' nor can 'industrial peace' be secured by a set of resolutions.

"I have endeavored to do my share to help solve the problems of the day and of the time, and to bring about as nearly an approach to industrial peace as perhaps any other man in our country, but to entertain the idea that the 'labor problem' can be solved or permanent 'industrial peace' attained is following a will-o'-the-wisp.

"An intelligent, rational discontent for a better time and better conditions of life and work is the harbinger of progress and a better day. It is the ignorant, irrational unrest which must be understood and educated and brought within the common activities of all our people in order to open the path to our greater progress and our higher civilization."

Eight Hours in France.

Organized employers in France have notified their striking garment workers that the eight-hour day and the 44-hour week will be established and the union recognized. The employers first refused to grant any demand or to recognize the union, but the workers' solidarity gradually forced them to a complete surrender.

The 25,000 striking bank and bourse employes won an 11-days' strike against the kings of finance when Minister of Labor Colliard, acting as arbitrator, ordered a 30 per cent. wage increase for several large institutions. Other establishments in this city and the provinces will pay rates, according to circumstances. The strikers' demands for holidays and improved working conditions will be worked out through a committee. The bankers refused to recognize the bank clerks' union despite the fact that the French law guarantees workers the right to organize and legalizes collective bargaining. The Minister of Labor was accepted as sole arbitrator when he threatened to requisition the banks and conduct them as state institutions.

The Boot and Shoe Workers' Union has compelled employers to sign an eight-hour agreement that will run for three years. The eight-hour law enacted by parliament last April provides that its details shall be left to agreements between employers and employed in each industry.

SHIPPING BOARD FINANCES.

(Continued from Page 7.)

winning of the war, and which is now a permanent commercial asset of the American people.

On yesterday we sold one of our 7500-ton feighters to the National Shipping Corporation of New York for $210 a deadweight ton, and we have received from the Skinner & Eddy Shipbuilding Corporation an offer to buy at present construction costs four 8000-ton freighters which the Skinner & Eddy Corporation itself is building. To-day we sold one of our 5075-ton freighters to the Omega Steamship Company of New York for $210 deadweight ton, and we have received from another firm an offer to buy four ships at the same price.

A recapitulation of the foregoing figures is appended for your convenient reference.

In giving you this picture of our finances, I have confined myself to facts and figures. I have made no mention of the unusual conditions under which our work was planned and carried out. However, it is interesting to note that the cost of our steel and machinery was three times its normal cost, and that the wages we paid to labor were based upon double the normal rate. Also, it is interesting to consider in connection with the foregoing figures the fact that we expanded the shipbuilding industry tenfold in ten months with high-priced materials, and under the handicap of transportation delays which made the work very costly. In the prosecution of our work, we have made many blunders, and finally, when we were compelled by the signing of the armistice, suddenly to stop and reverse the ponderous machinery we had been driving at full speed, we found ourselves confronted with new problems, through the mazes of which we are happy to report that we can now see our way clearly.

Sincerely yours,

E. N. HURLEY, Chairman.

Washington, D. C., June 4, 1919.

Appendix.

Amount authorized by Congress		$3,671,000,000
Appropriated and will expend	$2,625,431,000	
Additional appropriations required	673,368,301	
Credit for administration (1.37% of total amount appropriated and requested)		45,000,000
Credit for net cost of shipyard development, housing and transportation (5.5% of total amount appropriated and requested)		189,210,275
Credit for cancelling ship contracts		202,853,456
	$3,298,819,301	$437,063,731
	437,063,731	
Money spent and to be spent for construction of 13,885,106 deadweight tons of ships.....	2,861,755,570	
Tax paid by shipbuilders ($25 x 13,885,106 deadweight tons)	347,127,650	
Net cost of 13,885,106 deadweight tons of ships.....	$2,514,627,920	

Average net cost of ships, per deadweight tons, $180.

LIFE'S COMBAT.

(C. M. Cook in "The Carpenter.")

It's fun to fight when you know you are right,
And your heart is in it, too.
Though the fray be long and the foe be strong,
And the comrades you have are few,
Though the battle heat bring but defeat,
And weariness makes you reel,
There's a joy in life that can know such strife
And the glory and thrill you feel.

It's fun to dare in the face of despair
When the last lone chance seems gone,
And to see hope rise in the angry skies
Like a promise of rosy dawn;
For victory's sweet when it crowns defeat,
And you learn this much is true—
It's fun to fight when you know you're right
And your heart is in it, too!

Demand the union label.

A. F. OF L. CONVENTION NOTES.

(Continued from Page 2)

are Bolsheviks and some of the Bolsheviks do not represent Bolshevik papers. Basil Manly, former Joint Chairman of the War Labor Board, is at the press table. So is Carl Sandburg who has just tied for first prize for the best book of poetry published by an American during the year.

Andrew Furuseth is the most pessimistic delegate. He doesn't want to be interviewed, but he did say to one reporter that he couldn't see the "dawn of a new day" visioned by so many. On the contrary he sees the "sun setting on human liberties." He finds few to agree with him.

Funny questions are asked by the new members of the newspaper contingent. Here are some:

"Who's leading the opposition?"

"What will the fights be about?"

"Who is going to run against Gompers?"

Old timers catch their breath and just say repeatedly, "Nobody," or "Nothing."

Margaret Bondfield, one of the British fraternal delegates, finds congenial friends among the more radical delegates. She is going from here to Chicago to attend a convention called for the purpose of protesting against invasion of civil rights, to which a great many known as pacifists are going. She is a smiling little body who seems to enjoy buzzing around.

B. Suzuki, of Japan, is here after an absence of two years. He represents the Japanese Friendly Society and always makes a speech of which fully half is understood. He's as congenial as the cherry blossoms of his island home. Labor organization is his life work and though he smiles like cherry blossoms there are few flowers in the real life of a Japanese labor organizer.

A quiet little woman in black usually sits close to President Gompers on the platform. She signs her letters "R. Lee Guard" and sometimes gets replies beginning "Dear Sir." For years Miss Guard has been private secretary to President Gompers and few men have a more intimate knowledge of the labor movement than she possesses.

There are three or four women at the press table, one of whom represents the "Weekly People" of New York, Socialist labor paper organ. Her predecessor in the job is now in Russia helping Nick Lenine.

W. C. Roberts, veteran Labor reporter, who compiled the new Labor year book and encyclopedia, is getting praise from all sides. Roberts had to read the records of thirty-eight conventions, aside from a great mass of other material, in compiling the book. Besides that he had to read proofs of everything in the book.

There is another reading stunt worth mentioning. John P. Frey, editor of the Molders' Journal, is here doing his first active work after a long siege of illness. Frey is an inveterate reader. He reads all manner of deep stuff, scientific lore and ancient history. While confined to his bed he took a course in architecture. Compelled to lie flat on his back, he had an apparatus built that would hold a book in position where he could look up at the pages. Few editorials get closer attention than those Frey writes for the Molders' Journal. He doesn't write upside down.

NEW ZEALAND'S TRANSPORTS.

The wonderful transport work done from New Zealand during the last four years is indicated by figures recently issued by the New Zealand General Staff. It took 111 ships, totaling 764,011 tons, to transport the 100,444 men of New Zealand's expeditionary force, and this was accomplished without the loss of a single transport while under New Zealand's charter.

The first transports to leave New Zealand were the "Moeraki" and the "Monowai," which conveyed the expeditionary force that occupied Samoa. They left on August 13, 1914, only 11 days after the outbreak of war.

The "Waunganui" and the "Tahiti" each made 11 trips outward with troops, after which they made three voyages across the Atlantic with American troops on board. The "Willochra" made 10 trips and the "Tofua" nine. The transports took several routes. They went around the Horn, round the Cape of Good Hope, through the Suez Canal, and by way of Panama. Two drafts of reenforcements reached France through Italy. The "Athenic" went aground at Jamaica and her troops had to go on by another vessel. The only two transports sunk were the "Aparima" and the "Waitemata," both of which had been transferred to the imperial government.

Mention should also be made of the two New Zealand hospital ships, "Maheno" and "Marama," which have been in commission since 1915, each making several voyages between England and New Zealand. It is all a wonderful object lesson in sea power and its application to victory.

NORWAY'S REVISED LOSSES.

Norwegian shipping losses during the war were greater than those of either Sweden or Denmark. The Royal Norwegian Navigation Bureau has officially announced that Norway's loss at the end of 1918 comprised 629 steamships, aggregating 1,031,360 gross tons; 178 sailing vessels, aggregating 194,777 tons; 17 motor boats, aggregating 10,591 tons; and 5 barges, aggregating 3,327 tons, making a total of 929 vessels, aggregating 1,240,055 gross registered tons. The loss of life was 1,155. At the outbreak of the war Norway's registered merchant fleet consisted of 3,405 vessels, aggregating 2,626,708 tons. The total loss, therefore, calculated on a percentage basis, is 24.11 per cent. of the vessels and 47.08 per cent. of the tonnage.

A college professor who is very absent-minded got on a crowded electric car and had to stand up. As the conductor came to take his fare the professor suddenly perceived a well-known society woman of his acquaintance. He at once put his hand into his pocket, took out a nickel and handed it nonchalantly to the woman, then, turning, he made an elaborate bow and shook hands cordially with the conductor.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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UNITED FISHERMEN OF THE PACIFIC.

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Labor News

A $5-a-day minimum for customs inspectors is favored by Secretary of the Treasury Glass, who has submitted an estimate to Congress of $11,385,000 for wage increases in the customs service.

As a result of a decision of the railway adjustment board No. 2, the carmen of the Nashville, Chattanooga and St. Louis railroad receive over $60,000 back pay. Each man gets from $100 to $350.

The reporters of Salt Lake City, Utah, were locked out of the daily newspapers for trying to form a union. When it became known that an effort was under way to form an organization, the publishers held a conference and agreed to employ no reporter who had taken any part in the movement. A charter will be applied for and a fight will be made for recognition.

Gun men fired into an open air meeting of striking textile workers at Columbus, Georgia, and killed one person and seriously injured six others. Prior to the assault the speakers were subjected to insult and a din was maintained by rattling tin pans in an effort to silence the speakers. Trade unionists are protesting vigorously against the outrage and are demanding the prompt punishment of the gun men. The Carpenters' union has voted $1,000 for this purpose.

Awards have been made by the National War Labor Board in the case of four unions in the New England fisheries dispute. The wages were fixed as follows: Captains of beam trawlers, $125 monthly and 3 per cent. commission on gross stock of vessels; mates, $110 monthly and 2 per cent. commission. Members of the Fish Handlers' Union receiving less than $25 weekly, a 15 per cent. increase; those receiving $25 or more weekly, 10 per cent. increase. Overtime to be paid for at the rate of 75 cents per hour.

Carl C. Van Dyke, Congressman from the St. Paul (Minn.) district, died suddenly after a very short illness. Deceased was 38 years old. He was entering upon his third term as Congressman, being supported by trade unionists in his district because of his activity in behalf of postal employees. During the last two Congresses he was a leading figure in the Congressional labor group, and was also a member of the House Labor Committee. Seven years ago he took an active part in the fight for anti-gag legislation. As a member of Congress he never forgot his trade union affiliation and was constant in voicing the workers' aspirations.

The result of a continuous fight waged by organized labor against the Colorado cossack system is shown by a statement by the Governor that the system will go out of existence June 1 instead of July 15. The Legislature appropriated money enough to run the cossacks until July 15, but when the superintendent of the cossacks offered his resignation to take effect June 1, Governor Shoup took the position that as the Legislature intended that the cossacks should only continue until July 15, he would wind up the system six weeks earlier than intended. The fight on this question before the last session of the last Legislature caused a twenty-four hour deadlock before the friends of the cossacks were routed.

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Seattle, Wash., Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aasgaard, Andrew
Aals, John
Aase, Prof. R.
Ahearn, P.
Ackerstrom, P. R.
Akesen, A. R.
Alexio, Hakan
Alexanderson, C.
Almer, Robert
Alton, Nestor
Andersen, Andrew
Andersen, Ferdinand
Andersen, John N.
Anderson, Karl A.
Anderson, A. S.
Anderson, Olaf.
Anderson, F. V.
Anderson, Julius
Anderson, Alfred
Anderson, Adolf
Andrewsen, Andrew
Anderson, Olaf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Bach, Lars
Bendixen, Cooper
Berg, William
Berglin, G.
Berglund, Iver
Bergquist, Axel
Bloomgren, Adolf
Bjorkstrom, Arthur
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Borgen, Arne
Borshain, Andy
Boston, T. R.
Brandt, Otto
Bratt, F. W.
Bretson, Joe
Brogard, N. L.
Brown, Joseph
Brund, Nils
Burns, Charley
Bye, D.
Camino, C. C.
Cane, John
Carlsen, Louie
Carlsen, Oscar
Carlsen, Gunnar
Carlson, Magnus
Carlson, Erick
Carruthers, M.
Carstensen, C.
Caspersen, Carl
Chester, Elias
Christensen, Oscar
Christoffersen, B.
Christensen, Kristoffer
Cortes, P.
Conradsen, Julius
Cormstedt, Oscar
Clausen, Christ
Dahl, Pete
Dane, E. R.
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Joseph J.
Detmansen, Ditman
Dehler, Fred
Douglas, Walter
Draebeck
Drage, John
Dryer, Trygve
Duveland, Carl
Dutton, Henry
Dunn, Geo.
Dylevik, O. M.
Edston, Frank
Ekendahl, Walter
Ekstrom, George
Ellingsen, Erling
Elling, Alfred
Ellegaard, W.
Elisen, Sam
Engberg, Oscar
Ericksen, Otto
Erickson, Eric
Erickson, John
Esch, Joe
Fagerstedt, O.
Fiedje, J. A.
Fitzsimmons, Thos.
Fitzgerald, R.
Fernquist, C. W.
Flemming, W.
Franson
Freyfell, W.
Gabrielsen, Peder
Gallagher, Thos.
Gittler, Karl
Glaser
Gran, Aksel
Granroos, Elbin
Gullfelt, Anker
Gustafson, Oscar
Hansen, Olaf J.
Hansen, Jorgen
Hansen, G. Edgar
Hansen, Peter
Hattners, Magnus
Hardy, W.
Harwoold, Paul
Harrington, Quinn
Heger, Clarence
Helander, Chas.
Helmer, Fred
Helvik, Fred
Hendriksen, Robert D.
Herlitz, Ivar
Hetvik, Fred
Heyen, H.
Hilliard
Hilliard, C. R.
Holmquist, Elnar R.
Holmquist, J.
Holst, Herman
Holst, Herman
Holmstrom, Harry
Hoolbrook, Jack
Hope, Martin
Howard, Geo.
Hvid, Hans
Janzen, Emil
Jensen, Henry
Jensen, James
Joe, Mr.
Johansen, C.
Johanson, Carl
Johanson, Erik
Johanson, J.
Johanson, Adler
Johnsen, Angell
Johnsen, Carl R.
Johnsen, Halvor
Johnsen, Alexander
Johnson, Peter M.
Johnson, Ernest
Jonas, A. H.
Jorgeson Fredrick
Jorgensen, Aksel N.
Julius, F. E.
Ingebritsen, Olof
Iversen, Ole
Karlsen, Oscar
Karlsen, A.
Karlsen, Ludvik
Karlson, Erick
Karlson, Ingvald
Karlstrand, Gus
Kaleva, Johan
Kelly, D.
Kindlund, Otto
King, A. H.
Klinteberg, S.
Koppen, Oluf
Kofoed, Geo.
Kruger, Johan
Kristiansen, A.
Kristensen, John
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Larson, G.
Lee, Christ A.
Lee, Lauiritz
Lee, J.
Lersten
Levine, Ben
Levi, Theodore
Licht, Peter
Lindholm, B.
Lindroos, Oscar A.
Lokly, B. J.
Loken, Carl
Lund, E.
Lundgren, Carl
Lurvaag, H. J.
Lutzen, Valter
Lux, Chas. F.
Magnusson, L.
Maher, Thomas
Maitland
Mangsted, J.
Malone, Bart
Martindale, Jack
McCoy, James
McDonald, Wm.
McGovern, R.
McGregor, J.
McGuire, J.
McLeod, Angus
McPherson, James
Mehlum, M. L.
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Miller, A.
Moline, August
Morrison, William
Mortensen, J. R.
Moyer, F. H.
Muir, James
Myammes, Johan
Naero, H.
Nazel, Adolf
Nelsen, Herman
Nelson, Axel
Nelson, Emil
Nielsen, Christian
Nilsen, Oscar
Nilsen, Andreas
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Ness, L.
Newman, John
Nolan, James
Nordberg
Norberg, A. A. E.
Nord, C. W.
O'Connell, J.
Olsen, Herman
Olsen, Albert
Oliver, James
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olson, Hjalmar
Olson, Geo.
Olson, Ben
Olson, Joseph
Olson, John
Orling, Gust
Overland, Oscar
Overturf, J. C.
Pearson, Johan
Pedersen, Karl
Pedersen, P.
Petterson, A. K.
Petterson, Herman
Platiko, N.
Punis, Anthony
Quandt, A.
Rasmussen, Chr.
Reed
Ring, Walfrid
Romahl, Olaf A.
Roon, Oscar
Rudvig, H.
Ruhe, Hans
Runnquist, Gust
Rydquist, Carl H.
Rylander, Rudolf
Sassa, Hjalmar
Sabones, T.
Samuelsen, Edward N.
Schwarsien, Wilhelm
Schyrsler, C.
Scon, Arthur
Selen, Guslaf
Simmons, J.
Sodwich, Benj
Sorensen, Andrew
Sorensen, George F.
Sorger, Eddie
Strand, Charles
Staff, Charles
Sears, Guy Loren
Swanson, Charles J.
Swanson, Rasmus
Swanson, Will
Taevig
Taft, Pete
Tarko
Thorsen, Forger
Thompson, Peder
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Tornquist, Henry
Torwik, John S.
Toyra, Adolf
Trane, Kudri Miro
Traverson, Louis
Tuomien, John
Turreck, Joe
Waldham, Chester
Walgren, John F.
Wall, William
Walters, Alfred
Ware, Tom
Warjo, K.
Ween, P.
Welch, Patrick
Weld, Lynne A.
Wick, John
Wilkeson, Dave
Wille, Louie
Wilson, Gus
Wilson, C.
Williams, T. C.
Wold, Peder
Wrieboden, W. van
Wullium, Justine
Vanus, Hugo
Voigt
Ylinen, Sam
Yarkley, Andon
Zebe, Guslav
Zimera, George
Zolenk, A.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Martinsson, Adolph
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Soderlund, Uno
Svenson, B.
Sundquist, Walter W.
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

The widow of Otto Kivi, who fell overboard on the S. S. "Carlos" between San Francisco and Aberdeen, May 30, 1919, wants to know the names of the crew on the ship. Kindly assist his widow by giving this information to S. T. Hogevoll, attorney for the widow, 627 Pacific Building, San Francisco. 6-11-19

Members of the crew of the S. S "Oskawa" will please call at my office in relation to a claim for salvage against the S. S. "Westgrove." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Will any of the crew of the barkentine "Thos. P. Emigh" who were on her at the time Jacob Olsen was hurt by being thrown over the wheel on or about October 27, 1918, please call on or communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Calif. Telephone, Sutter 5807. 6-18-19

The Public
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It isn't a crime to be poor, any more than it is to be murdered. The poverty-stricken man is not a criminal. He is a victim of a crime for which others as well as himself are responsible. Henry George 33 years ago gave a lecture before the Knights of Labor the title of which was

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Anderson, Albert	Lehtinen, Armas
Anderson, C.	W.
Andreasen, N.	Melgant, F.
Ahren, Wm. J.	Miller, Harry
Backman, Peter W.	Mikkelsen, Harry
Bjork, Rudolf -2206	Mortensen, R.
Bohm, Franz	Murphy, Francis Leo
Christensen, H. P.	Nordman, Alek
Duret, J. E.	Nielsen, Jens
Eikland, Ole	Nilsen, Chas.
Elliot, Austin A.	Nielsen, W. -1000
Eriksen, C.	Nogat, E. G.
Guildersen, W. E.	Nelson, Harry
Guthrie, V. A.	Ogilvie, Wm. A.
Geiger, Joe	Olsen, Kristian
Graaf, John D.	Pope, Herbert
Harding, Ellis	Powell, H. A.
Hartman, Fritz	Paulsson, Herman
Hauschild, B.	Peterson, Frank A.
Henrikson, Wm.	Petersen, Anton
Henriksen, Geo.	-1675
Hill, Chas.	Petesen, Knut
Johansson, Charles -2407	Petter, G.
Johnson, Karl	Rensmand, Robert
Jorgenson, Earl	Ruisgaard, Soren
Jensen, H. T.	Rosenblad, B.
Johansen, Johan	Ross, Geo.
Johnson, C. A.	Samuelsen, S.
Kase, A.	Siebert, Gust
Kaskinen, Albert	Sjolund, Victor
Kristensen, Wm.	Swanson, Ernest
Kelly, Wm.	Swenson, C. E.
Knofsky, E. W.	Thompson, Walter
Kulik, John	Thorsen, Ole
Laatzen, Hugo	Thoresen, Ingwald
Larsen, C. J.	Toomey, Paul
Larsen, Carl C.	Tuhkanen, Johan J.
Larsen, Hans	Wold, Frank
Larsen, Ragnar,	Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anton	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magail, Michael	

INFORMATION WANTED.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J
3-26-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.
11-6-18

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

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INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal.
11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee Wis.
8-17-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City.
1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father, Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal.
4-30-19

Home News

Lower prices of wheat, resulting in a reduction to the consumer in the price of bread, is an early prospect, according to Julius Barnes, Federal Wheat Director. Mr. Barnes conferred with grain handlers, millers, flour jobbers and bakers in the office of the Food Administration Grain Corporation in New York.

Action by Congress on equal suffrage—subject of a fight of forty years' duration—ended on June 4 in adoption by the Senate by a vote of 56 to 25 of the historic Susan B. Anthony constitutional amendment resolution. The proposed amendment, adopted by the House by a vote of 304 to 89, May 21, as the first act of the new Congress, now goes to the States, ratification by Legislatures of three-fourths of which is required for its incorporation in the Federal Constitution.

Fifteen members of the House—ten Republicans and five Democrats—have been appointed by Speaker Gillett to conduct five investigations of war-time expenditures of the War Department. Representative Graham of Illinois, Republican, was selected as chairman of the general committee, and the division of sub-committees, one for each investigation, will give the Republicans two members to one for the Democrats. The investigations will cover expenditures for aircraft, ordnance, camps and cantonments, quartermaster supplies and purchases abroad.

With a view to developing new varieties of beans which will flourish and yield profitable crops on the semi-arid regions of the southwest, experiments are being conducted by the University of Arizona on an extensive scale. One hundred varities of beans from South American countries have been imported and are being grown in experimental plots. By cross-breedings after observation of the habits of the imported sorts, it is expected to produce an edible bean that will be sufficiently resistant to the dry heat to produce profitably in the summer season.

The number of farm tenants has increased 40 per cent. in Kansas in the last eighteen years. The number of acres farmed by tenants in that State has increased 80 per cent. in the same period. Governor Allen has begun a campaign to eliminate the farm tenant as far as possible by providing State aid for those who wish to buy farms and who will farm them. The last Legislature voted to submit to the people at the next election a constitutional amendment which will authorize the State to invest money in lands and sell them to farmers on easy terms and at low rates of interest.

Eighty-three men dead and fifty others burned and maimed—many of whom will die—is the toll of a disaster in the Baltimore tunnel of the Delaware and Hudson Coal Company near Wilkes-Barre, Pa. Seven kegs of black powder, 300 pounds in all, were detonated and the dead and maimed were literally roasted by the superheated gas flames following the explosion. The tragedy occurred while the men were on their way to work. Owing to their working places being two miles from the mouth of the tunnel the men were making the trip in a train of fourteen mine cars drawn by an electric motor, the powder being carried in two cars in the middle of the train.

Domestic and Naval

The steamer "Congaree," at Bordeaux from New York, in a leaking condition, is a wooden Shipping Board steamer of the Ferris type; built in 1918.

The bark "Chin Pu" (China), beached near Nagasaki, has taken fire and will be a total loss with cargo. She was bound from Manila for San Francisco.

The steamer "Brandon," damaged by grounding at Bermuda, is bound to Savannah from Huelva; 1691 tons, built in 1910, owned by New England Coal and Coke Company, Boston.

The steamer "Phecda," Barry for New York in ballast, reported at Queenstown with machinery damaged, is one of the Dutch boats requisitioned by the United States Shipping Board.

"At the present rate with which the navy is bringing the army home from France we will have all the Expeditionary Forces except 400,000 men back in the United States by July 1," said Secretary of the Navy Daniels. "If necessary, we could bring back 300,000 of the men remaining in France during the month of July."

Boston has been gravely disturbed of late, lest the old United States frigate "Constitution" should be taken from the local Navy Yard and added to the old ships "Constellation" and "Hartford" as a permanent exhibition at Washington. The "Constitution" is essentially a Boston vessel, built and launched at that city in 1797, and successfully defended by a Boston poet, Oliver Wendell Holmes, when it was once proposed by the Government to break up the old frigate. That was before historic values were generally recognized. The poem saved the "Constitution" by its appeal to popular sentiment, and so did the nation a service that has ever since been appreciated. And now the "Constitution" will stay in Boston, although very likely in some more public location than the Navy Yard. In the old days she sailed from Boston against the Barbary pirates; and it was to the same port that she returned, battered but victorious, from her famous engagement with the "Guerriére" in the war of 1812.

The Navy Department says that the trans-Atlantic flight has cost the nation $1,000,000. The Secretary claims that it was as good an investment as the $50,000 spent by the United States Government on Professor Langley's airplane, the $40,000 spent by the army on the first Wright machine, and the first Baldwin dirigible bought by the army eleven years ago for $20,000. The N-C seaplanes represent a great advance in aeronautic engineering, and this advance gives America a distinction which cannot be estimated in dollars and cents since the honor of having first crossed the Atlantic through the air now officially belongs to the United States Navy. Specifically, the honor rests on the shoulders of Lieut. Commander A. C. Read and the daring crew of the seaplane NC-4, which swept into the harbor of Plymouth, England, at 2.26 p. m. on May 31. The NC-4, since it started from Rockaway Point at 10:04 a. m., May 8, has covered approximately 3,150 miles. The actual flying time for the entire distance to Lisbon was a little more than forty-three hours, or an average of seventy-four and a fraction knots an hour.

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Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
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Employees' Pension Fund	295,618.00

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Abbors, Arne
Adams, Christ
Ahlburg, Max
Ahlfors, Arthur
Ahlstrom, Andrew
Ahokas, I.
Alfredsen, A.
Algren, W.
Alliar, W.
Aine, G.
Alto, Henry
Alto, Vaino
Amsler, Chas.
Amundsen, A.
Andersen, Olaf
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin
Andersen, Vinct
Anderson, G. -2141
Anderson, L. H.
Andersson, E. -1781
Anderson, A. -2031
Anderson, C. A.-421
Anderson, Eric
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderson, Gustaf A.
Anderssen, Hans C.
Andersson, Gunnar
Andersson, J. -1246
Aune, E.
Antonsen, Arthur
Antonsen, Marius
Applequist, John
Asberg, Chas.
Aunberg, John S.
Austin, Tom
Axelsen, H.
Axelsen, Geo.

Backman, A.
Ballod, F.
Barentse, J.
Basanta, Antonio
Battenberg, John
Beck, John A.
Beckley, C.
Benson, Helge
Berg, Harold
Bernhardt, J.
Berglund, Emil
Berseth, R. J.
Berthelsen, O. P.
Berthelsen, Chas.
Bjorklund, Eric
Bjorklund, Gottfried
Blake, Frank
Blindheim, A.
Block, John
Blomberg, Aarne
Blomberg, Gustaf
Blomgren, Adolf
Bock, Jimmy
Bodie, W. L.
Borgesen, Laurits
Bos, J. -2330
Boyle, Joseph
Brevick, Johan
Brown, Parry
Buhler, Carl
Burnsey, C.
Bye, K.
Bye, Alf.

Carlson, Gunnar
Carlson, Gus
Carlson, Richard
Carlson, C. Aug.
Carlson, E. S. -1769
Carlson, G. -1190
Carlsson, August
Carr, R. W.
Catechis, L.
Chavez, Mariano
Chilcott, G.
Christensen, H. C.
Christensen, Oskar
Christensen, V.
Christensen, R. H.
Christensen, Christian
Christenson, Hans
Christiansen, L. P.
Christoffersen, G.
Christopher, J.
Cliffe, Louis
Clingan, Paul
Cochrane, R.
Colman, J.
Colville, Geo.
Corneliusen, M.
Correro, T. R.
Corron, G. R.
Cox, F.
Cowell, E. W.
Crane, H. G.
Crowley, Fred

Dahlstrom, Sven
Damberg, A.
Darrah, K.
Dolan, Chas.
Dommelen, G.
Doring, Julius
Dresser, Claton
Dwyer, E. J.

Eckhoff, Otto
Edmann, O. -557
Edmonds, John W.
Edwardsen, Ole
Egenas, Nels
Einartsen, Hans
Engstrom, Ben
Enstrom, C. M.
Erickson, A.
Erickson, John
Ericsson, C. L. E.
Eriksen, Peder
Erikson, Chas.
Eriksen, Ole
Erikson, Gustaf E.
Ertman, E.
Esterberg, Gust
Etherton, W.
Evensen, Louis
Evensen, Martin
Eversen, Petter
Ewerett, W. J.

Fahey, Michael H.
Farevaag, C.
Feinberg, Max
Ferguson, E. A.
Fernandez, G. L.
Fernstrom, Fred
Figved, Sigurd
Fjellman G.
Flinkenberg, Uno
Flint, C. D.
Forslund, Fred
Fredrick, Lee
Freiberg, P.
Friberg, Carl
Fridge, H. O.
Frizzel, R. L.

Gibbs, W. F.
Gilmore, A.
Goulet, Renue
Graham, Eric
Gregg, Oliv.
Gruntman, H.
Gullaksen, Hans
Gundersen, Andreas
Gundersen, N. F.
Gundersen, Ole
Gurman, K. -1215
Gustafsson, Valter

Hagburg, Gust
Hakala, J.
Hakala, Paavo
Halley, W.
Halversen, Erling
Halvorsen, Hans J.
Hammer, Carl
Hannelius, R. F.
Hansen, H. M.
Hansen, Ralph
Hansen, M. -968
Hansen, Henry
Hansen, R.
Hanson, Johan A.
Hanson, P. S.
Hanson, Kai L.
Hanson, August
Hellman, H. W.
Hellsten, G. -2168
Helwes, Fred
Henrickson, Nick
Henriksson, J. L. M.
Henriksson, V.
Hering, Alfred
Higgins, P.
Highland, D.
Hilliard, Chas.
Hoffman, G. I.
Hoglander, M.
Holk, Geo.
Holm, Arthur
Holm, Astrip
Holm, Stephen
Holman, W. -2304
Harbst, J. D.
Harju, J. W.
Heldahl, T.
Helin, Paul
Helindahl, A. -1487
Hellberg, Olaf
Holmgren, Carl
Holmstrom, Geo.
Hovde, M.
Hugo, O. W.
Hunter, E. A.
Hved, Hans

Jacklin, Chas.
Jacobs, F.
Jacobsen, Joakim
Jacobsen, Jacob
Jacobson, Karl
Jade, Hans
Jaderholm, H.
Jameson, John E.
Jamsa, Juho
Jansson, E.
Jansson, Frederik
Jansson, K. H.
Jarzombek, J.
Jensen, Henry
Jensen, E. A.
Jensen, Laurens
Jewett, Chas.
Johannessen, A. -1487
Johannessen, R. E.
Johansen, A. E. -2412
Johansen, J. A.
Johansen, C. -1593
Johanson, S. -1082
Johanson, Arvo
Johanson, K. 2094
Johansson, E. -2715
Johnson, Edw.
Johnson, Emil
Johnson, Matt
Johnson, Michael
Johnson, Oscar
Johnson, Norman
Jones, E.
Jonsson, Hans
Jorgensen, -2458
Jorgensen, Robert
Jorgensen, H. F.

Kaasik, Aug.
Kalberg, W. -688
Kalkman, J. S.
Kallberg, Arvid
Karlsen, Martin
Karlsen, -1190
Karlson, Oskar
Karlsson, Arvid
Karlsson, August
Kasper, Walmar
Kasperson, E.
Katehes, Constantino
Kennedy, J. R.
Kerr, W.
Kercha, A.
Kipste, Chas.
Kirkham, Geo.
Kjellander, Ben
Kjellberg, A. C.
Klemmensen, E. A.
Klink, Alfred
Kive, K.
Kivekas, John
Klintenberg, S. H.
Knudsen, Hans
Knutsen, Karl
Kooistra, S.
Kristiansen, Nils
Kristoffersen, G.
Kulbom, Oskar

Lackey, Chas. H.
Lahke, Nick
Laine, A. A.
Lamberg, Herman
Lambert, E. J.
Langreder, H.
Larsen, C. E.
Larsen, K. -1560
Larsen, J. -2012
Larsen, M. -1710
Larsen, N.
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larsen, Alf
Larsen, Emil
Larson, Allen
Larson, J. -1209
Larsson, Ragnar
Larsson, G. L.
Laugsen, Ola
Leathers, L. E.
Lefter, John A.
Legoski, Joe
Lehtonen, J. O.
Leirevaag, H. -2213
Leskinen, John
Lewis, Wm.
Liksna,
Lillegren, Douglas
Lindblad, L. Gust.
Lindblom, A.
Lindblom, B.
Lindgvist, Chas.
Lindquist, G. B
Lindner, J.
Lindroos, A. W
Linqvist, John
Littchen, A.
Ljung, L.
Ljung, Gus.
Loberg, Bror
Locke, A.
Loughrey, C. W.
Lund, H. K.
Lund, W. J.
Lund, Olai
Lund, John A.
Lundberg Allan
Lundberg, Tom
Lundkvist, Frans
Lundroth, Edvin
Lundquist, Rudolph
Lux, Chas. E.

Magnusson, Karl
Magrude, O. G.
Maline, S.
Malmin, T.
Mamers, Carl
Marko, Frank
McGillivray, F. B. D.
McManus, P.
Meyer, Frank
Meyers, G. R.
Michelson, John
Miller, Gerald
Miller, John
Milne, H.
Moore, Joseph
Morisse, H.
McNair, H. S. S.
McNeill, S. R.
Matheson, A. -2245
Mehrtens, K. H.
Melander, G. L.
Melis, D.
Mescall, Matt
Mortensen, Geo.
Mortensen, L. A. P.
Mortinsen, Geo.
Mullins, John
Munch, Hugo
Murmi, Victor

Nelson, John
Nelson, Emil
Nelson, A. M.
Ness, Erling
Nicolaisen, O.
Nielsen, H. P. R.
Nielsen, Harold J.
Nielsen, K. - 1314
Nielsen, Kristian
Nielson, Herman
Nilsen, Ferdinand
Nilsen, J. -1481
Nilson, Axel
Nilson, Christ
Nilsson, A. -1176
Nilsson, Reinholdt
Nilsson, S. Hilding
Nissen, Chas.
Noblance, Louis
Nolen, Axel
Nordenberg, A.
Nurminen, John
Nyman, Oskar

Ohlsson, O. -1060
Olaffson, Melch
Olaisen, O. B.
Olsen, H. J.
Olsen, Peter
Olsen, Jorgen
Olsen, Charley
Olson, Albert
Olson, V.
Olsson, Dolph
Osterholm, J. W.
Ostlund, John
Osth, Thorw.
Ottem, Aksel
Overwick, Th.
Ozolin, Ian

Paulsen, O. E.
Pearsson, O. W.
Peder, J.
Pedersen, H. -1560
Pedersen, Eysten
Pedersen, Fred H.
Perdok, A. -1861
Perkins, J. W.
Peters, Chas.
Peterson, Eugene
Petersen, Aksel L.
Peterson, F. A.
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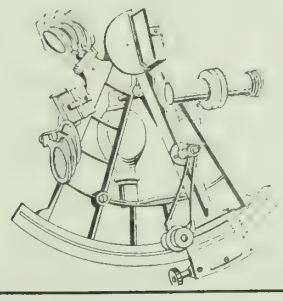
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News from Abroad

Ex-King Ferdinand of Bulgaria has asked the Swiss Federal authorities for permission to reside in Switzerland.

Photographs of Japanese execution of Korean revolutionists are being issued by the American headquarters of the Korean Republic. The pictures show the victims tied to rudely constructed crosses.

Speaking of the Piedras Negras consular district in Mexico, Vice-Consul W. P. Blocker declares: "It can be stated with emphasis that conditions have improved very remarkably during the past twelve months and that each day adds to the security and safety of the country.

The milling plant for a new Zululand papyrus-pulp enterprise has been purchased in America. The mill has a capacity of 6,000 to 8,000 tons per year, but the material available is equal to an annual output of 100,000 tons. Motor boats equipped with mowing machines are used for harvesting the papyrus.

Joaquin Estevan, of Barcelona, Spain, has invented a straw compound as a substitute for coal. This combustible is said to have great advantages over coal for locomotives and agricultural tractors, as it develops sufficient heat in thirty minutes to give the machinery the necessary pressure. Besides, the ashes make an excellent fertilizer.

A German wireless message states that Germany and Switzerland have concluded a new economic agreement for six months, with one month's notice. Germany promises Switzerland, among other things, 50,000 to 60,000 tons of Ruhr coal monthly, 250 wagons of potash, and 125,000 wagons of flour. The Swiss counter-supplies will consist chiefly of provisions.

The British Government has closed an agreement with the Norwegian shipowners to build for them thirty-five boats, of about 50,000 gross registered tons, as a compensation for the losses suffered by the Norwegian commercial fleet under British requisitions. Furthermore, the Norwegian owners will have an opportunity to contract in England for about 250,000 tons in each of the first three years after cessation of hostilities.

A Pan-African Congress was held in Paris recently in which there were African representatives from many countries representing 200,000,000 Negroes and Negroids. This gathering dealt with the right of the African to justice and a share in the affairs of the world and the right of self-determination. In 1921 another Pan-African Congress for the protection of the natives of Africa and of peoples of African origin is to be held in Paris.

The French representatives have informed the other peace delegations that it will be impossible for the French to ratify the German peace treaty before August 24. This is important in its bearing on the provision in the treaty that it shall become effective when ratified by three of the great signatory powers. Under the French system the treaty must be considered by the delegates and by both Houses of Parliament, and the time allowed each of these several bodies for the purpose makes it certain, according to a French statement, that August 24 is the earliest date on which ratification can be accomplished.

With the Wits

Doctor—My dear sir, it's a good thing you came to me when you did. Patient—Why, doc? Are you broke? —Life.

Wilson—What did that pretty shop-girl say when you stole a kiss?

Johnson—She said, "Will that be all to-day?"—Tit-Bits.

"Were you very sick with the flu, Rastus?" "Sick! Sick! Man, Ah was so sick mos' ebery night Ah look in dat er casualty list for mah name."—Judge.

"I can't understand," said Uncle Eben, "why some folks think de only way to show dey's jes' as good as anybody is to act disagreeable."—Washington Star.

Wright—Don't these big headlines in the daily newspapers make you crazy? Penman—Almost. You see that's my business. I have to write 'em.—Yonkers Statesman.

Jones—If you were going in for music which instrument would you choose? Williams—Well, I've always thought I would like to be a soloist on a cash register.—Tit-Bits.

Brown (dictating to his typist)—But why do you stop so often? Can't you keep up with me? Typist (who is rather shaky in her spelling) —Oh, yes; but your language is so eloquent that I frequently find myself spellbound.—Tit-Bits.

"Some one has compared life to a game of chess. What do you think of that idea?" "I don't know. Any-pieces—when shoved into the wooden how, we are something like the box at the end of the game, king and pawn are of equal value."—Boston Transcript.

"What's the idea of starting this new sensational investigation?" "Well," replied Senator Sorghum, "it seems necessary to do something to take people's minds off a lot of other investigations that there doesn't seem to be any way to finish."—Washington Star.

"Betty, I wish you'd tell Billy and Anna to stop playing with those Ainsworth children. Their social standing is growing a bit questionable." "Why, is that right?" "Yes, it leaked out at a directors' meeting last night that they have the poorest stocked cellar in town."—Life.

Physician—You are burning the candle at both ends. Rich and Irritable Patient—Any cheap, old-fashioned doctor could have told me that. When I pay you $50 for an opinion, you ought to use a metaphor more in accordance with this age of gas and electricity.—Boston Transcript.

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VOL. XXXII, No. 42. SAN FRANCISCO, WEDNESDAY, JUNE 25, 1919. Whole No. 2544.

PROBLEMS OF DEMOBLIZATION

An Analysis of Live Issues by Secretary Wilson

Few men in America are as well qualified to speak on Demobilization and Reconstruction Problems as is Secretary of Labor William B. Wilson.

His long and varied experience in the labor movement, his subsequent service in Congress and, last but not least, his splendid record as chief of the Department of Labor, readily qualify him as a worthwhile spokesman for America's workers.

The Journal deems it a priviege, therefore, to print herewith an address delivered recently by Secretary Wilson before the National Press Club, at Washington, D. C. The attention of the Journal's readers is especially directed to Mr. Wilson's lucid analysis of "essentials" for America's foreign trade.

Gentlemen: It was rather interesting to me to have the president of your club wonder whether or not he could find room for me on top of this platform. It was interesting because of the fact that for twenty-seven years of my life I had to find room for myself in no more space that is found between the floor and this platform, and that as a coal miner in the mines of our country.

I scarcely know what I am expected to talk to you about to-night; but generally I have been expected to talk on the subject of reconstruction. We have gone through our war period; we have dealt with the questions connected with the war, and I am sure that you will not be interested in any recital of the methods pursued in handling our industrial problems during that period. We are now confronted, however, with the demobilization of our armies, the demobilization of our war workers, and the remobilization of our normal activities, and that brings us, because of the peculiar situation the world is in at the present time, a great many difficult questions to deal with. In all of the early wars of the world, in fact up until very recent times, it was generally possible for armies engaged in conflict to find means of subsistence in the countries through which they were operating. That was true from the time that Joshua overcame the enemies of Israel until Sherman made his great march to the sea. In modern warfare that is no longer possible. It has been variously estimated, and it is only an estimate because no one has made a scientific survey to determine the facts, that it requires anywhere from six to ten workers in the rear to maintain one soldier in the trenches. Because of that labor became a very important factor in all of our war activities. It became necessary for us to take men and women from industries that were not considered essential and place them in industries that were considered imperative for the conduct of the war, for the production of material necessary for our armies. With the signing of the armistice it became our task then to take these workers who had been moved from non-essential industries into essential industries and bring them back into their normal peace-time work; and that, in a general way, has come to be spoken of as reconstruction.

The term "reconstruction" as applied to post-war activities we get from Great Britain. As early as 1916 the British War Ministry believed that they had a reconstruction question confronting them, and they appointed a committee to investigate the subject matter and report a solution of the prospective problem. But in a report made by the War Cabinet last year they very frankly admitted that there were so many phases of the situation that could not be determined until after peace had been signed, that it was impossible for them to develop any working progress of reconstruction until that time. But Great Britain has entirely different conditions to deal with from the situation confronting us, and she means something different and something broader when she uses the term "reconstruction" than we have in our minds in dealing with the same problem. The British people from the beginning of the development of the modern factory system have had to depend to a very great extent upon access to raw materials for their factories. They have not had within the limits of their own country the things needed to supply the factory system of Great Britain, and they have had to go out to the colonies and to other countries to get their raw materials. This is not the case with us. Nearly all the raw material we need in our industrial system is available in our own territory, and some of those that were not available at the beginning of the war we have developed methods of producing since the war began. The matter of raw material, therefore, is not one of our problems of reconstruction. With Great Britain a very large portion of the products of her factories have had to find a market abroad. She has been interested in her foreign trade and her foreign commerce, because foreign commerce is essential to the continuance of her industries. With us only a small proportion of our total product has been sent abroad; and in the natural order of things as they exist amongst us, we can only spare a small portion of that which we produce for foreign shipment. Whatever of access to foreign markets may be necessary for the welfare of our industries, we had already taken steps to look out for before we engaged in the war.

The first thing needed in developing a foreign trade is to find where the trade is to be had, and we had organized recently, but prior to our engaging in the war, a system of commercial attachés to our embassies, legations and consulates, whose duty it was, and is, to locate the opportunities for foreign business, and report the same to the Department of Commerce through the Department of State. That system is in existence and will continue in existence for the purpose of advising our business men of the opportunities that may be available in foreign countries for the extension of their trade.

The next step necessary in developing a foreign trade is the furnishing of the necessary credits suitable to the country in which the business is to be done. Those who are familiar with the development of the German commerce in South American countries know that she developed her immense overseas trade there principally by virtue of the fact that she furnished for the South American countries the best system of credits suitable to their circumstances that they were able to find in any of the commercial countries of the world, and because of those credits Germany built up a wonderful trade in South America. In the passage of the Federal Reserve Act, a clause was included that gave for the first time in our history the banking institutions of our country the privilege, under certain restrictions and regulations, of establishing branch banks in foreign countries, by means of which we can furnish the necessary credit for the building of our foreign trade.

The next thing necessary in taking care of foreign commerce is that of shipping. Our shipping has dwindled. It has gone almost out of existence. I can remember that even up in the hills of Pennsylvania, the campaign orators during our political contests spoke of the shrinkage of our merchant marine; the fact that our flag no longer floated in foreign ports; that all of our business was carried in foreign bottoms. I was so impressed with it as a landsman that when I came down to Congress, one of the questions that I turned my attention to was that of building up an American merchant marine with an American personnel. One of the bills that I succeeded in getting Congress to pass, and which, by the way, found a pocket veto on the part of President Taft after I had secured the passage of it, was what became known afterwards as the La Follette bill, and there has been a considerable amount of misrepresentation as to just what the La Follette bill, or as it was known in the previous Congress, the Wilson bill, proposed to do, or what it would do, and some misunderstanding as to what it has done. My investigation of the merchant marine situation disclosed to my satisfaction that there were two very distinct reasons why our merchant marine had been driven from the seas; and the first of those reasons was that our shipowners had to buy their vessels in an American market, a protected market, prices enhanced by virtue of that protection, and yet had to utilize their vessels in free competition with the vessels built in all of the countries of the world. In other words, it cost the American shipowner more for his vessel of the same carrying capacity than it cost his foreign competitor. It required the investment of a greater amount of capital to get the same business transacting plant. That was partly remedied by some of the legislation recently passed, giving to the American shipowner the privilege of American registry for certain kinds of foreign-built ships.

And the second reason was that it cost the American shipowner more for his operating expenses than it cost his foreign competitor. It

did not cost him anything more for his supplies, for his ordinary repairs, for his insurance, or any of the costs of that character. It cost him more for his operating expenses, because he had to pay more for his labor. He had to pay a higher rate for his seamen. As an illustration, in 1913-14, before the European war came on, before the Seaman's Act was passed, American seamen shipping from Liverpool to New York were paid $30 per month. British seamen shipping from Liverpool to New York were paid $25 per month. British vessels trading with the Orient, with the British colonies in the Orient, were able to secure foreign crews, British crews, lascars, at $8 per month, coming to Amercan ports, while the American shipowner had to pay $30 per month to secure a crew to engage in exactly the same trade. That meant that the American shipowner was at a decided disadvantage in his operating expenses; and it was not to be expected that American capital would seek investment in American vessels where it was placed at such a disadvantage in competition with the shippers of the world, when it could find more profitable investment in industries on land, so American capital drifted out of the shipping industry. The reason why the American shipowner was compelled to pay more for his seamen than his competitor was that the seamen under the maritime laws of the world, under the treaty obligations that we as a nation had entered into with some twenty-three commercial countries of the globe, were compelled to fulfil their civil contracts as to labor.

When a seaman signed a ship's articles in Liverpool and came to New York, and his vessel was in a safe harbor, there was no longer the community of risk that requires that the master shall be absolute in control. If he undertook to leave his vessel and seek employment on some other vessel, we were under treaty obligation to take that seaman wherever we could find him, take him back and put him upon the vessel that he had deserted from and compel him to fulfill his civil contract, something that we had never attempted to do in this country with the men who are engaged in industrial pursuits; and when a vessel came from Calcutta to New York with a crew of lascars at $8 per month, if they undertook to leave their vessels in New York and seek employment on other vessels, we used our police powers under our treaty obligations to run down those seamen, take them back on board the vessels they had shipped on, and compel them to return at the same rates and under the same conditions as they had signed for when they left Calcutta.

Advantage to Foreign Shipowners.

By our own treaty obligations, by our own police laws under those treaty obligations, we maintained for the shipping interests of the world outside of the United States, a labor advantage that was disastrous for our own shipping interests. What the Seaman's Act did do, and the principal thing that it did, was to give freedom to the seamen. It was based upon this principle: That the Constitution of the United States declares against slavery; that every man in the United States, irrespective of race or color, or previous condition of servitude, is a free man, and the principal of the Seaman's Law is that whenever any vessel comes into American waters under the jurisdiction of the American Government, and this vessel is safe from harm, then every seaman upon it becomes a free man. It provides that those seamen shall have the right to leave their vessels when in a safe port, when they are in any port of the United States, and the effect has been what the originators and advocates of the bill believed it would be. It came much more rapidly than they had expected it would come; but the effect has come, nevertheless, and to-day the wage rates of the British vessels and the Norwegian vessels and the other vessels of the world, with the exception of France and of Japan, are the same wage rates that the American shipohner is paying, and that is all that the American shipowner ought to ask.

I have every confidence in the skill, in the energy, in the business ability of the American skipper; and I believe that if you place him upon an equality with the skippers of the other nations of the world, with his ingenuity and skill and business ability, that he will get a uproper share of the business for American bottoms, and that alone would help to build up our merchant marine. But some things have interrupted and have changed the conditions since then. Our engaging in the war, the destructive submarine warfare carried on by Germany, the necessity of furnishing ships and ships and still more ships, as Lloyd George said, turned our attention to shipbuilding operations, and as a result we now have the second largest merchant fleet in the world, already floated; and we have more vessels in the stocks under construction, soon to be launched upon the waters of the world, than any of the other countries of the globe.

That will furnish us, then, the third necessity of overseas trade, and with these things in our hands, already prepared for us, when our business men have reached the point where it is necessary to develop overseas trade on an extensive scale, they will find the means of vitalizing the laws we already have in existence.

Before the war we were receiving into our body politic in the neighborhood of a million and a quarter aliens annually. Of that number 400,000 were returning, leaving us a net increase of 800,000 immigrants, nearly 600,000 of which were of working age. For four years we have not had that increase in our working population. With the beginning of the European war immigration fell off almost entirely. We were getting some, principally over the Mexican and Canadian borders, but the number coming in was about equal to the number going out, and so we have had a shortage of some 2,400,000 in what would have been the increase in our working population. We have taken a shipbuilding industry that had but a few tens of thousands in it, and we have built it up to the point where there is approximately half a million workers. That half million workers have been drawn from all walks of life. They have been gathered together in our shipbuilding centers and trained to new lines of activity. They are taken out of other industries for a prolonged period of time.

Demobilization and Unemployment.

Our armies will take time to demobilize. We possibly have a million and a half of soldiers now on the rolls of our military forces. In a year from now we are likely to have anywhere from half a million to a million. They have come from the industrial and commercial activities. So we have that shortage in our labor power, over what we would have had if there had been no war; and when we get back into our natural industrial swing, we will find ourselves short of that amount of man power; and hence my statement that the business man who fails to take care of his industrial organization during this period of readjustment will find himself at a decided disadvantage when he has to build up his organization after we get into our natural and proper swing.

There is a period, however, in which we are likely to have some unemployment. We are having some of it now. I am not one of those who fear that we are going to have a social or political revolution in the United States; I do not believe the conditions are such that any social or political revolution in the United States can be made successful. Whatever imperfections there may be in our institutions, the fact stands out to all the world that we have the most perfect democracy that has ever yet been created and that as a result of our more perfect democracy and the long period of its establishment, the great masses of our people have a very much higher standard of living than they have had elsewhere, and it is not to be thought that our workers would take the chances of bringing themselves to the conditions of the Russian workmen by the process of undertaking to overthrow our political and industrial institutions. And yet there has been some attempt to bring revolution to our own shores. I have a great deal of sympathy with some of the isms that are propounded. I can realize the motives of many of the men who are propounding those isms. I have no objection to their going before the people of the United States and endeavoring to convince them that their respective isms are sound and ought to be put into effect, but I have no use for the man, no matter what his ism may be, who proposes to put it into effect in a democracy by the use of force.

The use of force to overthrow an autocratic form of government may be the highest kind of patriotism, but the use of force to overthrow a democratic form of government is treason to the masses of the people. For two years the Department of Labor has been endeavoring to counteract some of these philosophies, particularly those that undertook the use of force or advocate the use of force for the accomplishment of their purpose. We have had a small group of workingmen going from one place to another and pointing out in the language of workingmen themselves the fallacies and the poisons existing in these philosophies, and among those have been the philosophies that have been taught by the Industrial Workers of the World, the Russian workmen's union, and more recently that which we have come to speak of as the Bolsheviki, and, as it has found expression in the United States, the philosophy of the Bolsheviki is identical with the philosophy of the Industrial Workers of the World. Under certain circumstances it is very alluring to the average workingman. They lay down certain basic principles that are sound, and then upon these basic principles build a structure that is absolutely false. They lay down as the basis of their philosophy, for instance, the theory that every man is entitled to the full social value of what his labor produces. To my mind that is a true ism. It is a Socialistic doctrine, partly Marxian in its origin. Every man is fully entitled to the full social value of what his labor produces. Not only the Socialist, but the individualist can subscribe to a doctrine of that kind. The difficulty, however, is that human intelligence has not as yet devised any method by which you can determine what the social value is of any one's labor, and until you are able to compute the value to society of the labor of the component parts of the society, it will be futile to lay down as the basis of any philosophy that every man is entitled to the full social value of what his labor produces.

The Results of Sabotage.

Then they follow with another ism—that is, that all property is valuable only in so far as profits can be secured from the property. And that also is sound economically. No one wants to retain property that is not valuable in some sense, if it does not bring returns either in finance, in pleasure or in some other way. If you destroy the value of the property so that it is impossible for it ever to earn profits, then the owner of it would not have any desire to retain the property. And that seems sound. And then they say the way to destroy the value of the property is to strike upon the job, to soldier, as we say here in the East. To do a stint, as they say over in England. To put sand upon the bearings, to destroy the machine in any way that it can be done with security to the person who destroys it. To mutilate the property, to do anything that will reduce the amount of production and increase its cost; and when you have reduced the production and increased the cost, then the profits will be eliminated, the owner will no longer wish to retain it, the workers can take it over, operate it themselves collectively and procure the full social value of what their labor produces.

Those who advocate and are advocating that theory and practice fail to realize the kind of minds the American workmen possess. The great bulk of them have more or less a smattering of industrial history, and they know that before the rebirth of the inventive genius of man, before the coming of our modern factory system, when everything that was produced was produced by hand, very much less was produced per individual than would be produced by any system of sabotage that they could possibly hope to carry into effect; and yet in those days there were still profits for the employers, there was still value to the property, and the only thing that did result was a very much lower standard of living for the wage-workers. And if these people succeeded in putting their philosophy into effect instead of destroying the profits of the employer and the value of the property, they would reduce the standard of living of the American workingman.

The employer and the employe have a mutual interest in securing the largest possible production with a given amount of labor, having due regard for the health, the safety and the opportunities for rest, recreation and improvement of the workers. These things being safeguarded, then the more that can be produced the better it is for all parties concerned. If these is nothing produced, there will be nothing to divide. If there is a large amount produced, there will be a large amount to divide. Their interests only diverge when it comes to a division of that wealth which has been mutually produced; and the wisest thing for them to do under these circumstances is to sit down around the council table and endeavor to work out the division of the product on a basis as nearly just as the circumstances surrounding the industry will permit.

Natural and Unnatural Discontent.

There have been many elements at work in endeavoring to spread these fallacies. There have been agencies beyond doubt that have come from over the seas. There have been the natural discontent that is bound to exist in any country with as great a population as ours has, but one of the greatest elements and one of the greatest factors in creating unrest has been the arbitrary disposition on the part of many employers in the country in dealing with the wage-workers of the country. Many of them have assumed that the wage-worker was simply a part of the machinery of their plant. They deal with them in exactly the same terms, although they are entirely different. If the machine is broken, it requires money on the part of the employer to replace it. There is a definite means by which the working strength and the breaking strain of a machine may be determined, and it may be so regulated as to keep it nicely within the working strain; but no man has as yet been able to determine any method by which you can calculate the breaking strain of a human being. The human being himself is unable to calculate his own breaking strain; and yet those people undertake to class that living, moving, sensitized human being in the same category with the inanimate machine.

The wage-worker has hopes, the wage-worker has aspirations; yet these people are doing all that they possibly can to destroy the faith of the workers in our institutions as a means by which they may progressively go forward to higher and to better things. Yet we can carry the message to the wage-workers, as we have been carrying it for years, that they have a mutual interest with the employer in securing the largest possible production with a given amount of labor, and that the point of contest and conflict between them is not at the point of production, but at the point of distribution; and if any conflict is to come at all, the conflict should come at the point of distribution. But when you have hundreds of thousands of workers idle for a prolonged period of time, men willing to work, anxious to work, eager to have an opportunity of taking care of themselves and their families, and yet, because of the disturbed conditions in society, unable to find employment, it doesn't appeal to them.

It doesn't appeal to the unemployed that there is a mutual interest between employer and employe in securing a large production when they have not even the opportunity of engaging in the production. For that reason, if for no other, all of our governmental divisions are interested in seeing that all possible public work shall be furnished to take up the surplus of the unemployed. I would not have them engage in public works purely for the sake of giving employment. There is plenty of public work

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

U. S. Supreme Court Assumes Its Powers.

Nowhere in the Constitution is the United States Supreme Court given the right to review acts of Congress, says Jackson H. Ralston in an 80-page pamphlet on "Study and Report for the American Federation of Labor Upon Judicial Control Over Legislatures as to Constitutional Questions." By authority of the 1918 A. F. of L. convention, the executive council requested Mr. Ralston to prepare the report.

The author is a well-known attorney, and has been associated with other A. F. of L. counsel in several notable legal cases. The study and report is an historic-sociologic-politic review of the United States Supreme Court and various State Supreme Courts. Authority is quoted to sustain the claim that no part of the judiciary act adopted by the Federal Constitutional Convention gave the Supreme Court jurisdiction over acts of Congress, and that at best this power is only inferred.

In many instances decisions that profoundly affect the life of the people are based, not on the Constitution, but on the personal views of the judges. Citations to this effect are printed and include the statement by Justice Field, who, in setting aside the income tax law, over twenty years ago, said: "The present assault upon capital is but the beginning."

From a political standpoint the author shows that the courts act as a check on the expressed will of the people, postpone remedial legislation and subordinate the law-making branch of Government.

The recall of judges, the author holds, is no solution as far as principle is concerned, and he favors a constitutional amendment which would prohibit acts of Congress being set aside, but would permit courts to pass upon acts of executive and inferior powers that exceed the authority given them by law-makers.

War Risk Checks Issued.

Through the Bureau of War Risk Insurance checks to the number of 959,906, calling for a total of $33,933,962.65, were issued to dependent relatives of soldiers, sailors and marines during the month of May.

By far the greater part of this amount was for allotments made from the men's pay, this total being more than $25,000,000. Insurance payments for the month were $6,781,894.05, and compensation payments to disabled veterans reached $1,774,121.20. Insurance is now being paid to the beneficiaries of 25,610 men who died in service.

How Exports Grow.

Exports of finished products in the last half year following the close of the war are three times as much in value as in the corresponding period preceding the war.

In the six months since the war for which figures are now available, finished manufactures have been going out of the country at the rate of $6,300,000 a day, while in the year before the war they went out at the rate of about $2,000,000 a day. The growth in the export of finished manufactures has occurred in the movement to South America, Asia, Oceania and Africa. In fact, manufactures form over 80 per cent of the exports to South America and Asia, 90 per cent of those to Oceania, 68 per cent of those to Africa, and 66 per cent of those to North America.

Advertises Labor Law.

The California State Industrial Commission is issuing a series of printed arguments to California employers who are urged to invest in State compensation. The pamphlets are written in a "catchy" style. Appeal No. 1, signed "Silent Appeal," is as follows:

"Mr. Employer—Your compensation insurance with a corporate company has been costing you 50 per cent. more than it should, and your business overhead has been unnecessarily loaded to that extent. Furthermore, your protection has not been as complete as it should have been.

"You are paying for 'salesmanship' of insurance agents and brokers which means nothing except wasted time and fallacious arguments against State insurance. Most of such arguments contain statements maliciously untrue. The insurance agent is everywhere and seldom are we given an opportunity to disprove his statements. I undertake to do it—absolutely.

"I am not a special agent with a good salary and a fat expense account. I am an economizer."

$25,000 Damages Awarded.

Joseph A. Bell, while riding on a car of the Milwaukee Electric Railway Company, in Milwaukee, was blinded by a live wire coming in contact with the car, causing an explosion. The case was tried in a Milwaukee court and the jury awarded Bell $25,000. The company appealed to the State Supreme Court, and in sustaining the lower court Justice Vinje said:

"It may be true that the present value of an annuity for the plaintiff based upon an earning power of $780 a year is only $11,927.76; but that measures only a portion of his damages—the destruction of his earning power, assumed to be stationary. It takes no account of his medical expenses, pain and suffering and his diminished capacity for enjoying life, as well as the added care and attention that must be given him by members of his family or others. The amount assessed for the injuries sustained cannot be held excessive."

Less Than Living Wage.

A survey by the Louisiana State Council of National Defense shows that 12 per cent. of the women in the State are not paid sufficient for existence. Wages, hours, living conditions, fatigue and accidents are estimated. Wages are the substance of the situation. The figures obtained on working women of New Orleans cover 11,383. The factory inspector estimates 13,536 are employed in industry. During the past five years wage increases have

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The French Official Journal announces that the law prescribing an eight-hour day or forty-eight hour week in industrial and commercial establishments in France applies also to Algeria and the French colonies.

The executive committee of the General (British) Union of Operative Carpenters and Joiners have passed a resolution in which they strongly recommend their members "not to work on ships being fitted for conveying troops and munitions to Russia, and, further, are seeking the assistance of other unions connected with shipbuilding with a view to direct action."

A British Government committee that has been investigating the relation of women's to men's wages indorses the principle of equal pay for equal work. It is urged that the Government apply this principle in the civil service and that the separate grades and examinations for women clerks in this service should be abolished. The Government is asked to consider mothers' pensions for widows and for deserted wives with children of men physically or mentally disabled.

The German Socialist leader, Hugo Haase, delivered a speech at the Domenius Hall, Berlin, declaring that the entente terms of peace are justified. "If we consider vitally the peace terms without prejudice, all those who took part in the war know that Belgium and northern France have been terribly devastated and systematically plundered. Surely the ravages caused cannot all be justified by military necessities. Therefore we must repair. Justice does not demand that we be punished, but we must replace what we destroyed. You are all aware of the incalculable number of animals of all sorts we have extracted from the occupied countries, not only for the use of our army, but also to send to Germany for sale. Who is responsible for the facts? Have we not said over and over again to von Bethmann-Hollweg, von Hertling and Scheidemann, do you not see that your imperialistic war policy and your system of war in the end leads to poverty and destruction?"

A new labor magazine, the Rodo Sekai or Labor World, has lately appeared in Japan as the organ of the Yuaikai (Labor's Friendly Society). A leading editorial in the first issue gives the following statement of the attitude of the new periodical: "Capitalists should know that there is no capital without labor. Workers should try to elevate their character and to increase their efficiency, aim at the realization of the eight hour principle, organize trade unions on sound lines, demand a revision of the Factory Law so as to better their condition, urge the abolition of that part of the police regulation which imposes handicaps upon workers, and struggle to secure universal suffrage. The Government should on its part carry out a thorough revision of the tax regulations so as to place more of the burden on the rich, less of it on the poor. The peerage system, which constitutes a source of class prejudice, should be done away with." During the last few months the Yuaikai has largely increased its membership in industrial centers, particularly in Kobe and Osaka.

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Anderson, Frank	Jacobsen, John
Amundsen, Pete	Johannsen, Fred
Andree, E. A.	Johansen
Andersen, Axel	Johannson, N. A.
Anderson, J. A.	Johanson, John
Billington, I. A.	Johanson, Fritz
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Brown, Parry	Johansen, Carl
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Rosenthal, Walter	Thoren, E. A.
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Raaum, Henry	Wrigg, F.
Rosenblad, Billy	Wilhalmson, Karl
Steinberg, Alt	Wahl, J.
Smeborg, Olaf B.	Wiklund, T. J.
Stratten, M.	Wichman, Carl H.
Sanders, Chas.	Yeaman, W. E.
Stromberg, A.	Zunderer, Heo

INFORMATION.

I have been informed that a number of attorneys have requested members of the crew of the S. S. "Abangarez" to file claims for salvage services rendered to the bark "Ninfra." For the information of such seamen, it might be said that a settlement has been effected in the sum of $50,000 through an arrangement made by me as representative of a few of the crew, with the attorneys for the owners of the "Abangarez." It is agreed that the crew shall receive one-fourth of the award; about $12,500. All the crew need to do to get their money is to apply to the owners. Members of the union applying here can get their funds without any charge whatsoever for services rendered by this office. S. B. AXTELL, 1 Broadway, New York, N. Y. 6-18-19

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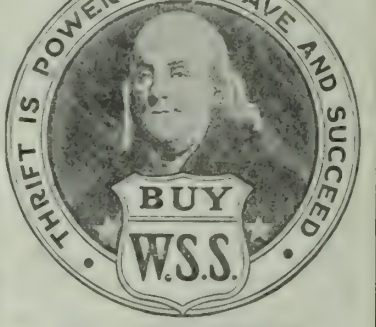
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Pacific Coast Marine.

Lumber rates from Northwest ports to California have advanced another 50 cents a thousand feet, according to schedules promulgated during the week. The charges now are $7.50 to San Francisco and $8.50 to Los Angeles from Puget Sound, and 50 cents less from Willapa and the Columbia river.

The 9500-ton steel steamer "Coaxet" has been designated officially as the second vessel to go out from Portland in the fleet of the Portland Oriental steamship service of the Pacific Steamship Company. She will be turned over June 28 and will begin loading at once, according to officials of the company.

C. A. Yoakum, Pacific Coast head of the sales division of the Emergency Fleet Corporation, is in Seattle to attend a conference of Fleet Corporation officials. Questions concerning the sales of materials in shipyards are to be discussed at the conference. Millions of dollars' worth of such materials are now lying in the yards.

The torpedo boat "Fox," built in Portland in 1899 and which participated in the Boxer war, is in drydock at Seattle and being remodeled into a deep sea trawler for the Seaboard Fishing & Navigation Company, having been purchased from the Government at Bremerton two years ago. The "Fox" will make her first trip as a halibut fishing boat in thirty days.

That ten Emergency fleet steamers under charter to Christensen, Hanify & Weatherwax, will come to Grays Harbor to load lumber for the United Kingdom, was the nanouncement made by C. M. Weatherwax of that firm. Christensen, Hanify and Weatherwax have charters for twenty-five ships to load for England. The cargoes will consist entirely of ties and dimension lumber.

One hundred and twenty-seven thousand dollars are to be expended on the Bandon bar and the nearby channel, according to figures submitted to the Port of Bandon recently by the Government. Of this sum the port provides one-half and the Government the remainder. The improvements which are to be made are planned for a three-year period. And the major portion of the work is the removal of rock from the vicinity of the jetty.

The ocean-going launch "Anita D.," recently sold to an Imperial Valley syndicate for $5000, is being outfitted at San Diego for service between Colorado river points and Guaymas. The owners of the launch plan to handle all freight brought to Colorado river points for shipment to Guaymas, and thence to California points. The Colorado river is now navigable from the headwaters of the Gulf of California to the Black Buttes, a distance of nearly 100 miles.

Suit for $25,000 damages against the Donovan Steamship Company has been filed in the United States District Court at San Francisco by Mrs. Emma Kivi, who seeks compensation for the death of her husband, Otto Kivi, a tailor. Kivi was a passenger last June on the steamer "Carlos," owned by the Donovan Company. While the vessel was at sea, between Aberdeen, Wash., and this port, Mrs. Kivi says her husband became insane, and while in that condition jumped overboard and was drowned. She charges negligence on the part of the ship's officers, saying that they should have placed her husband under guard.

The ghost of the bark "Harvard" keeps coming to life at Honolulu despite all efforts to decently lay it away. The old ship was sold some time ago for port charges and captain's salary, after nearly a year in Honolulu. It brought only the paltry sum of $2700 at the auction sale and the Federal Court, by order of Judge Vaughan, refused to confirm the sale. Subsequently to the auction the attorney for the Inter-island Steam Navigation Company offered $5000 for her, and the bark has been ordered resold on June 24. It is anticipated the vessel will bring more than $5000 this time, as other bidders plan to compete with the Inter-Island.

Mayor A. C. Oullahan, of Stockton, accompanied by John P. Irish, Jr., secretary of the Stockton Chamber of Commerce; John M. Perry, C. L. Neumiller and Captain Benjamin Walters, have left for Washington to ask the Rivers and Harbors Committee of Congress to cooperate with the people of Stockton in improving the San Joaquin river and Stockton harbor. Stockton is arranging to vote a bond issue of $1,000,000 next fall for harbor improvements and Mayor Oullahan, just before his departure, said the committee would go to pledge the voting of bonds sufficient to meet the city's share of the improvements if Congress would do its just part of the work, chiefly down river dredging and widening steamer channel.

Joseph J. Tynan, general manager of the Bethlehem Shipbuilding Corporation, announced that the new concrete drydock at Hunter's Point is big enough to handle any of the six cruisers it is proposed to dispatch to Pacific waters upon completion. The length of the dock clear of caisson is 1000 feet and the breath on coping 153 feet. The depth on sides is 48½ feet and bottom breadth is 110 feet. The first boats to enter the dock were torpedo boat destroyers and three of these with a length of 310 feet each were docked simultaneously. Secretary of the Navy Daniels has been informed of the facts with the additional information that the dock will handle any vessel that has ever entered the harbor or that is ever likely to.

Letters received from Captain Durkee of the bark "Annie M. Reid," at Sydney, N. S. W., from San Francisco, say: "In the narrow escape from destruction which the bark experienced when south of the Tonga Island on March 29 and 30, when a terrific hurricane struck the vessel, during the height of the blow, the 'Reid' was blown down on her starboard side until she was practically on her beam ends, and her yards rested in the water. The cargo shifted somewhat and she was held down for several hours until her crew, after much hard work, succeeded in getting a large proportion of her cargo back and the bark righted herself. During these hours she strained considerably, starboard bulwarks were slightly started, one of her boats carried away and minor damage was done." The "Annie M. Reid" sailed from Sydney, N. S. W., May 30, for Newcastle and Honolulu.

A contract for the reinstatement of five 9500-ton steel steamers, to be built by the G. M. Standifer Construction Corporation at Vancouver (Wash.), has been drawn up by the United States Shipping Board and is to be signed shortly, according to a telegram received at the shipyards from G. M. Standifer at Washington. Officials at the shipyard said that, as far as they knew, this yard would be the first on this coast to receive reinstatements of contracts. The work will mean an outlay of approximately $10,000,000 for the five 9500-ton ships, and they will not be completed until well into the spring of 1920. By that time, it is hoped, the shipbuilding situation will have adjusted itself so that foreign contracts may be obtained. A representative of the French Government recently conferred with officials of the Standifer plant with reference to possible contracts, it was said.

Messrs. A. Gulowsen, A. S., of Christiania, who construct Grei crude oil and paraffin motors, and who some time ago set up a factory in Seattle, have put on the market a new type of 360 b.h.p. and 540 b.h.p. installation. The 360 b.h.p. model is a four-cylinder set, whilst the 540 b.h.p. outfit has six cylinders. In the construction of these high.powered motors the manufacturers have abandoned crank case compression in favor of the open crank-pit design with scavenging pumps, and have also done away entirely with the principle of water injection. The engines are directly reversible by means of compressed air, while the air injection system is also used, the fuel being pulverized by compressed air on entering the cylinder head. Lubrication is on, the force feed system with adjustable sight-lubricators. The circulating pump, which is of the plunger type, is direct driven from the crank shaft, while a direct-driven bilge pump, which can also be employed as a wash deck service pump, is also fitted. The fuel consumption of this new type is said to be no more than 250 grammes per b.h.p. per hour. These engines in general design are a close approach to the ordinary steam reciprocating set.

Captain Andrew W. Nelson brought the Pacific Mail liner "Colombia" into San Francisco from the Orient, on June 18. He went into the ship's office to straighten his papers. There, half an hour after the "Colombia" had been berthed at pier 44, Captain Nelson dropped dead of heart failure. He died beside the sea he had served for forty-three years. Captain Nelson was the commodore of the Pacific Mail fleet. Years ago he wrote a book, "Yankee Swanson," that recounted the adventures of himself, a lad before the mast at the age of 12 years. Thereafter he was known by the name he gave to his first book. Captain Nelson was born in Sweden fifty-five years ago. His parents were poor, and at the age of 12 years the boy shipped on a topmast fishing schooner of the North Sea. Forty years ago Captain Nelson came to the Pacific Coast. Nine years later he was in the service of the old Pacific Mail. He commanded one of the Panama steamships for twenty-five years, and remained in the Pacific Mail service after its reorganization by John H. Rosseter. For a few years Captain Nelson commanded the steamship "Beaver" on the San Francisco-Portland run. Then he returned to his old organization and went to the bridge of a transpacilc Pacific Mail liner. His first command was the "Korea." Captain Nelson was known to thousands of persons throughout the United States. For years many persons booked Pacific passage months in advance to travel on Nelson's vessel. Captain Nelson is survived by the widow and three children, Mrs. J. A. Bishoff of Oakland, Albert W. Nelson and Elmer M. Nelson.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

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328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JUNE 25, 1919.

THE PLIMSOLL MARK.

A recent issue of the London Daily Herald contains some significant data on the results of raising the Plimsoll mark (load line) in 1906.

The British load line, it appears, was raised in November, 1906, which made it possible for ships to carry 5 per cent. more cargo than previously, and incidentally put from six to eight millions more profit into the pockets of the shipowners.

In 1913 Father Hopkins, of the National Sailors' and Firemen's Union of Great Britain and Ireland, drew up a summary of ships missing and foundered since the line was altered, in which he showed that between January 1, 1911, to May 1, 1912, the vessels reported as missing numbered 22, and those reported as having foundered numbered 42. In 30 of these cases the load line is recorded as having been altered; in 17 cases "no assignment" is entered.

Since the beginning of the war in 1914 still further changes in the load line seem to have been made. At any rate, the Chamber of Shipping supplied the London Daily News with a copy of a letter from the Board of Trade (Marine Department), dated February 8, 1919, in which it is stated "that the Shipping Controller has intimated to the Board that, in the present circumstances he can no longer ask for any relaxation of load-line rules on the ground of war emergencies."

This, so the Daily News properly infers, indicated (1) that the Chamber of Shipping attempted to keep the load line deepened; (2) that hostilities having ceased it would no longer be able to account all losses as due to enemy action.

Supported by the before mentioned evidence of the Chamber of Shipping, the Daily News now demands to know who is responsible for the 99 vessels lost during the war "without trace," involving the loss of many merchant seamen. Doubtless, Germany's ruthless submarine warfare accounted for many of them. But who will ever know how many of these gallant ships and brave seamen were lost as a direct result of raising the Plimsoll mark?

THE COST OF POWDER.

Not everybody; no, not even the average well-informed high school graduate can analyze a corporation's financial report.

So, here is an attempt to do that very job with the Hercules Powder Company's report.

Hercules powder earned $2,315,603 in 1918. This, it should be understood, was the sum remaining after the deduction of all charges and of taxes amounting to $3,992,000. The company subscribed for $5,350,000 in Liberty bonds. The report notes further that all of the war plants of the company have been written down on the books at a nominal value: that the excess working capital and other funds are being liquidated and that the company has set aside a "substantial amount" for the investigation and development of new lines of work. In plain language, the bookkeepers have done everything known to bookkeeping science to safeguard and protect the investments in Hercules powder.

The Hercules Powder Company was incorporated in October, 1912. The following year its net earnings were a million dollars. The net earnings for 1914 were a million and a quarter; for 1915, $4,886,102; for 1916, $16,658,873; and for 1917, $7,092,862. These figures are not illuminating. They simply tell what was left over after the bookkeepers had finished taking care of the company's property.

It will be admitted that holders of stock of the Hercules Powder Company have made "fair" returns on their investments during the past four years.

Too bad we cannot make comparisons with the net earnings of the workers employed in this hazardous industry. In nine cases out of ten the high cost of living has left the latter in exactly the same predicament as they were before the war, notwithstanding increases in wages. For high financeering and the high cost of living are twin brothers operating in perfect harmony —and with perfectly satisfactory results!

PLENTY OF CAPTAINS.

The recruiting service of the Shipping Board has framed some very enticing arguments to induce young Americans to join the Board's training ships. Here is a sample:

Lure of the Seven Seas and chances for advancement are both inducements to young Americans to join the Merchant Marine at this time. Boys now in this service are encouraged to keep their eyes open for promotion. There is nothing to prevent a country or city boy who enters this service now as a sailor becoming a ship captain in five years—and merchant captains are now earning as high as $4500 a year.

Of course, there is "nothing to prevent" a young fellow from becoming a captain in five years.

There is nothing to prevent any of us from acquiring riches, happiness or fame, whichever we prefer. Yet, somehow, the majority of mortals just struggle along without ever getting a full measure of either.

Now, just supposing all the boys who enlist with the Shipping Board for training should really become captains in five years. What then? Where are they going to get the captain's jobs?

Will the Shipping Board's recruiting service please answer?

UNCLE SAM'S SALES.

The Shipping Board has just announced the sale of an even dozen of its wood ships at a flat price of $450,000 each, representing a total sum of $5,400,000, to the Nacirema Steamship Corporation of New York City. Five of the ships are of 4000 deadweight tons (2667 gross tons), the other seven of 4500 deadweight tons (3000 gross tons). This makes a total of 31 wood ships which the Shipping Board has disposed of. Of this number 27 were sold to the Nacirema Company, three to the French-American Line and one to the Fidelty Trust Company of Boston. This latter one, the "Yahama," had been burned and it was the wreck which the Fidelity Company bought.

Almost immediately following the disposal of these twelve wood ships the Board effected the greatest sale of steel ships ever made in the history of the shipping industry. To seven firms of ship operators it has sold nineteen of its new steel vessels at prices ranging from $210 per deadweight ton up to $225 per deadweight ton. The vessels range from 5350 tons up to 9600 tons. The amount of tonnage disposed of in this sale is 128,472. The purchase price aggregates $27,821,120.

Thus the United States Government, which has taken rank as the leading shipbuilder of the world, is now the leading seller of ships. Moreover it is selling them at prices which show the keen demand for steel tonnage.

In commenting upon the sale, Chairman Hurley of the Shipping Board said:

The United States Government is the only country in the world to-day where ships can be sold for spot delivery. The purchasers of these vessels will get immediate possession and will place them in trade routes without delay. The operators who have taken them over are men of vision and experience. They recognize the incalculable advantage of being first in the field and with the opportunity of establishing connections at a time when so many are anxious to connect with reliable shipping firms.

Since the Shipping Board began selling ships a short time ago, it has disposed of 332,045 deadweight tons (221,363 gross tons). The total amount of these sales now aggregates $51,856,620.

SUBSTITUTES FOR JUSTICE.

To investigate the problems of labor and employment in Japan, a "Labor Protection Association" was recently formed within the Tokio Chamber of Commerce by a group of business men and Government officials. Within a short time the new organization had secured $250,000 with which to carry on its work. Mr. Oka, Superintendent General of Police, is president of the Association and two leading merchants of Tokio are the vice-presidents.—Press item.

This sounds very much like the formation of a Citizens' Alliance in the U. S. A. When business men get together for the purpose of protecting labor, nine times out of ten, it is a move to discredit or thwart the legitimate efforts of labor organizations. Any so-called Labor Protection Association that doles out benevolence as a substitute for justice is the poorest kind of makeshift. Moreover, all talk of labor protection by an organized group of employers is mere sham as long as the workers are unorganized and thus denied that all-essential representation without which the whole scheme of "protection" becomes odiously topheavy with misdirected goodness.

DREAMS AND THRONES.

What the late war has done to "thrones" and "crowned heads" is a fascinating bit of stern reality—indeed, prediction of the things that have actually happened would have been called an idle dream only a few years ago.

In 1914 approximately 400,000,000 people were governed under various forms of monarchy.

To-day the figure stands at about 120,000,000.

Russia went first, then followed Austria-Hungary, then Germany and all the smaller monarchies and royalties that were part of it. The "thrones" of Roumania, Bulgaria, Serbia, and the other Balkan States are very shaky, while Spain and Italy are by no means secure, and the near future will probably see the end of them.

Then will remain England. If the English workers become too audacious in their demands, there is not the slightest doubt that the British capitalists will sacrifice the throne in the hopes of retaining their own particular power.

Did not some lord in England quite recently talk openly of republicanism? Has not novelist Wells written of it? And has not King George stated that if he thought the people wanted a republic he would not stand in their light?

A contemporary calls attention to the "high cost of deportation" in Arizona. And this is literally true, since more than a million dollars in damages will be paid by several Arizona corporations, officials and individuals, to the men whom they deported from Bisbee, Arizona, in July, 1917, when striking copper miners and their sympathizers were rounded up and shipped in cattle cars out into the New Mexico desert, where they were left until the United States army rescued and cared for them. Civil suits totaling $6,150,000 were filed in the State courts against the corporations and persons concerned, and a settlement out of court is just being effected, on the basis of a payment of $1250 to married men with children, $1000 to married men, and $500 to single men. There were in all 1186 deportees, and the settlement is being delayed by the difficulty of locating some of the plaintiffs and securing their acquiescence to the terms.

Operating of the marine and seamen's division of the war risk bureau, which will be discontinued, now that the dangers from submarines and mines are over, resulted in a profit of more than $17,000,000 to the Government, i. e., the American people, without impairment of the $50,000,000 sinking fund provided by Congress. The division will return to the treasury more than $67,000,000. What a sigh of relief there will be when the insurance gentry are assured that this pernicious meddling with "their business" has definitely ceased.

Congressman Alexander has introduced a bill (H. R. 3619), amending Section 13 of the Seamen's Act. The only change which the bill makes to the section is that it includes lighthouse vessels, Coast and Geodetic Survey vessels, and the vessels of the Bureau of Fisheries on which the requisite experience at sea may be obtained to secure an able seamen's certificate. Otherwise the language is the same.

WOOD SHIPS STILL USEFUL

Craft of Glorious Tradition Will Live to Float the Stars and Stripes In New Epoch of Our Foreign Commerce

The life of a wood ship, like that of a man, is a risk. They have their Methuselahs as well as their early tragedies. Some ships are born to life upon the seas weak and misshapen. Others, through the proved eugenics of the shipyard—the mating of sound timber, the joining of stout beam and flawless plank—fare forth in vigor of strength and grace of line, fitted for long careers in the adventurous field of their predestined activities.

Man is taught that if he will keep himself in good condition he will prolong his years. The skill of the surgeon is at his command in the event of accident or a diseased part that can be cut away. The condition of a wood ship is in the keeping of the master of the ship, and as ship surgery is an exact science, its life may be prolonged indefinitely.

Some wood ships grow old after the manner of some men, shifting their occupations to match their failing strength, until, decrepit, and hopeless, they rot their lives away in utter uselessness. Others retain the vigor of youth and not only earn their own way but enrich others to the last of their days.

The "Dashing Wave," built on the Pacific Coast in 1854, and therefore 64 years old, is still in active operation on the coast, and, it is reported, is carrying perishable cargo and carrying it dry. Recently she put to her credit eleven round voyages between Tacoma, Washington, and San Francisco, within a period of twelve calendar months.

Wood ships of to-day can be and are as stoutly built as those of other days, and those built in answer to the demand of the hour, served a useful purpose in the war and will now pass on to the pursuits of peace. There is a record of performance behind them and they are in active service today. Those that are being sold by the United States Shipping Board are being sold from active service with the exception of wooden hulls in which no machinery has been installed. The fleet of wooden ships will aid in giving the proper balance to the new American merchant marine which is expected to travel all sea lanes in the development of the foreign commerce of the nation.

Yards that have been released from government service, especially those on the Pacific Coast, have announced that they will continue the construction of wood ships for private and foreign account, and the declaration that "wood ships are permanent necessities" has the support of veteran masters, ship operators and ship builders.

E. W. Wright, manager of the McEachern Ship Company of Oregon, and identified for the greater part of his life with shipping affairs on the Willamette and Columbia rivers, gives the following interesting facts about wood ships:

"Nearly forty years ago," he writes, "the wooden steamship 'Great Republic', 378 feet long, 44 feet beam, and with a carrying capacity of more than 5,000 tons, was in operation between the Orient and San Francisco. Not only was she a big carrier, but her wooden hull had strength sufficient to support machinery that gave her a speed of nearly twenty miles an hour in the river.

"Before and after the appearance of the 'Republic' and for years after the metal ships became numerous, the wooden steamer continued to play a prominent part on most of the ocean highways, and is still doing so.

"The durability of the wooden ship is another feature that has been time-tested. Owned on the Pacific Coast and engaged in the coastwise and off-shore trade out of Pacific ports are 350 steam and sail wooden vessels that have seen from twenty to sixty-eight years' service. Of this list sixty-eight have passed their twentieth birthday; fifty-three are from twenty to twenty-five years old; seventy-eight are from twenty-five to thirty years old; forty-six from thirty to thiry-five years old; forty-two from thirty-five to forty years old; forty-four from forty to forty-five years old; ten from forty-five to fifty years old; five from fifty to fifty-five years old, and still in service are three wooden sailers which were built sixty-one, sixty-five and sixty-eight years ago. In this list is the steamship 'Arcata', built in San Francisco forty-two years ago, and in her long career having tested her strength on every bar between Panama and Alaska.

"With anything like proper care and upkeep, most of these vessels are good for many years.

"It is a noteworthy fact that salt water, the very element that rusts and ruins the metal ship, is the best known preservative for a wooden ship.

"The truth of that old adage that history repeats itself never had a better prospect for verification than in the shipping outlook that will confront us at the close of the war.

"When the Civil War ended, a big fleet of

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 23, 1919.
Regular weekly meeting came to order at 7 p. m., C. F. May presiding. Secretary reported shipping good.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., June 16, 1919.
General conditions unchanged. (See Vancouver report.)

J. ETCHELLS, Agent

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., June 16, 1919.
Situation unchanged. General sympathetic strike still on. Please stay away from British Columbia.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 16, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, June 16, 1919.
Shipping fair.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 16, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, June 16, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, June 16, 1919.
Shipping very good.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 9, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 19, 1919.
No meeting; no quorum. Shipping fair.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, June 12, 1919.
Shipping medium.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone 2233.

San Pedro Agency, June 11, 1919.
Shipping good; very few members ashore.

JOE MACK, Agent.

No 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Carl Koppel, No. 1369, a native of Russia, age 40. Died at San Francisco, Cal., June 22, 1919.

George H. Burnham, a chief deputy of the U. S. Marshal's office at San Francisco, is at Eureka to sell the contraband cargo of bottled whisky that was salvaged with the hull of the wrecked gasoline launch "Erie." The "Erie" was capsized on the bay while coming into Humboldt Bay from San Francisco on the way to an Oregon port. Two of her crew of three were drowned. The other, who was saved by the coast guard, informed them that the vessel was loaded with a cargo of whisky to be smuggled into Oregon, and that the drowned men were the owners of the vessel and cargo. When the vessel was picked up outside and brought into port forty-three cases of whisky were found in the hull and under orders from the Federal authorities the liquor and hull have remained under Government control at the coast guard station. No claimant for either launch or liquor has yet appeared and unless one does appear before June 28, Deputy Burnham will sell the launch at public auction and the liquor to the highest bidder.

OUR CONVENTION LETTER

(By Laurence Todd.)

"Ten million voices raised to reconstruct industry upon this or any other plan upon which they agree, means absolute control, and it rests in your hands. Gentlemen, the eyes not only of the entire nation today, but the eyes of your children and your children's children are resting upon you."

In these words Glenn E. Plumb closed his appeal to the biggest, most self-reliant convention ever held by the American Federation of Labor, when he explained the railway workers' plan for Government ownership and democratic control of the railroads. The delegates rose as one man, amid a storm of cheering, and pledged their endorsement of what the 2,000,000 workers in the railroad industry have undertaken.

This incident was a symbol of the 39th annual congress of the American labor movement. A definite, concrete, plain-spoken proposition for safeguarding a vast army of workers in a basic industry had been brought forward by the chosen counsel and spokesman of those workers. It led toward better conditions, better hours, better wages, better opportunity for every man. The delegates asked no more questions. Committees might later discuss the dotting of an i or the crossing of a t, but the convention was ready to say, "Go to it; we are back of you all the way to the end of your fight."

There were other big moments in this first week of session, which ended by adjournment over Saturday and Sunday in order that officers and delegates might go to Washington to join in the protest against war-time prohibition, staged in front of the capitol building. One of these climaxes came when Thomas F. Flaherty of the Postal Workers announced the resolution calling for the dismissal of Burleson from the cabinet. Another came when Secretary of Labor Wilson, pleading for moderation in methods, declared that he was still working to secure a new and fair trial for Tom Mooney. And still another came when Miss Margaret Bondfield, one of the fraternal delegates from the British Trade Union Congress, called upon the delegates to remember that the 3,500,000 wage workers in the American movement and the 4,500,000 wage workers in the British Trades Union Congress are making a common struggle for emancipation, and that they move forward together, each in a way that suits each best. There were cheers for the plucky and eloquent little woman—brilliant beyond most men on the platform in our day—who came as the first of her sex to speak for British labor on this side of the ocean. Even when the majority of the delegates disagreed with the British plan she described—the militant alliance of the industrial, co-operative and the political movements of the British workers in one program—she drew applause for the forcefulness and clearness with which she revealed how the struggle in Britain is going the workers' way.

But conventions can be spectacular only at moments. This one has been devoted thus far to business rather than to eloquence. Labor is out of military uniform and is getting back into overalls. There was interested attention and grateful applause for the reports of the various labor commissions to Europe, as made by Messrs. Duncan, Bowen, Golden and Frey, but if one thing stood out in the minds of the delegates from all the details given in those reports it was not the conferences in London or Paris or Rome, but the revelation by John Golden of the United Textile Workers that the Italian co-operative movement, during the war, was the economic mainstay of Italy. And in all the great news that Miss Bondfield brought, none was more quickly caught and applauded than her statement that the British co-operatives have taught the workers over there, by actual achievement, how to run big industries. There are over 116,000 persons on the payroll of the British co-operative concerns, and their business last year was over $350,000,000. Practical business is the first consideration, at the Atlantic City convention.

The Federation is growing. The report of the Executive Council shows that while the average membership upon whom dues are paid to the Federation is only 3,384,900, yet the number of new members secured by 66 of the international unions since May 1 of last year was 826,449. There were 1515 strikes in the past twelve months, involving a quarter of a million persons, and costing directly a total of nearly $1,500,000. Great strides toward standardization of demands in allied occupations were made, and the wages of virtually every member of organized labor were forced upward in the attempt to keep pace with the rise in the cost of living. That attempt, it is frankly admitted, has not been generally successful; the work of closer organization and preparation for renewed battle for what President Gompers described as "the right of the worker and his family to live a full life," is here going forward.

"The war," said Mr. Gompers on the opening day, "has brought into play and developed the thought that the relations between nation and nation must be better than they have ever been in the history of the world. And the relations between man and man, whether he occupy a position of supposed wealth and power or be he a skilled mechanic or a ditch digger—the workers of the world are determined that this new concept of the relations between man and man, and this new concept of the right of the workers to have a voice in the determination of the conditions of their lives, shall be recognized."

So the delegates introduced 211 resolutions, the largest number of which dealt with problems of organization, of resistance to the hostile schemes of employers and politicians, and of a policy looking toward greater power for the labor movement in its determination to make the industries pay to the worker a decent living in return for his service to the community.

Organization of the steel workers has been tackled again. Heads of all the 24 internationals interested in this problem are to meet in conference to lay plans for getting half a million men from the steel plants into the Federation. A long resolution introduced at the request of the National Committee for Organizing the Iron and Steel Workers, adopted today, dealing with the "company unions" on the Rockefeller plan that are being formed to fight the union movement, declares these organizations are "a delusion and a snare set up by the companies for the express purpose of deluding the workers into the belief that they have no need of trade unionism"; and that "we disapprove and condemn all such company unions and advise our members to have nothing to do with them; that we demand the right to bargain collectively through the only kind of organization fitted for this purpose, the trade union, and we stand loyally together until this right is conceded us."

City policemen have been granted an international charter, following the example set in Britain and developed recently in Canada. There was no debate on this action, but it was deliberate and unanimous, and the decision was greeted with applause by a crowd that knew how valuable would be the fraternal bond, in future, between organized strikers and organized peace officers.

Some twenty colored delegates, chiefly from federal unions of freight handlers and laborers in Virginia and the Ohio Valley. joined in a series of resolutions calling for a square deal for the negro from the labor movement. They proposed that either the Federation grant them an international charter for a union of skilled and unskilled colored workers, or that the Federation compel the internationals that now refuse to admit the colored man on equal terms with the white man, to so admit them. They asked that colored organizers be employed in regions where they will be most effective, and that a representative of colored labor be stationed in Washington to look after their interests.

When Chairman Duffy of the Organization Committee reported that no international charter could be given them on the basis of race, and recommended that colored workers shut out of internationals be granted federal charters directly under the Federation, there ensued an hour of testimony by representatives of international unions that their respective unions do admit negroes on equal terms, and speeches by colored delegates showing the dangerous effects of the refusal of certain unions to forget the color line in economic affairs.

"We don't want social equality; we want economic liberty under the trade union," cried the secretary of the colored central labor council of Norfolk. "We ask only what you have—the chance to earn bread for our families. The Railway Clerks shut us out, force us to appeal to Secretary Morrison before we can even be heard. We can get no protection in the movement. In spite of the dirty way we have been treated we have stayed loyal, have fought and died for you in the war, and we ask you to treat us as men when we have our bread to win."

The committee report prevailed, after President Forrester of the Railway Clerks predicted that his board would let down the bars to colored members when the board meets on July 1. He said he had been working for that change for more than a year.

Alfred Leavitt, discharged sailor in uniform, and Nathan Fine, in army uniform, were given an ovation when they spoke for the Soldiers, Sailors and Marines' Protective Association, an organization of the rank and file of ex-service men who demand

that none of these men be forced to become strike-breakers. They want Congress to give the discharged men each a year's pay—$360—and they ask that freedom of speech and of the press and of assemblage be restored, militarism be ended at home as well as abroad, and that ex-service men stand with the trade union movement in securing industrial freedom.

The first debate in the convention came on the resolution offered by Healy of the Stationary Firemen, endorsing the daylight-saving law. Fifteen speeches were made, ten of them being in opposition, and the vote was 154 in favor, to 180 against the law. The opponents had a chance to say that the farmers and labor had a mutual interest, and that this law hurt them both.

The only roll-call of the week came on the liquor issue, which was raised by the resolution offered by nearly 100 delegates, disapproving of wartime prohibition and demanding that the constitutional amendment establishing permanent prohibition be so amended as to permit light beer to be brewed. Duncan of Seattle and Birch of Seattle opened the fight against this resolution, arguing that their city had proved the value to the labor movement of "sober minds for the workers." The ypleaded that the children had a right to an inheritance which was impossible where liquor was used. Former Treasurer Lennon and others took a similar stand; but under the lead of President Gompers, John Walker and Secretary Frey of the Resolutions Committee the rejection of these arguments in favor of the one that great numbers of men would be deprived of employment by the closing of the breweries, was assured. The vote resulted—26,475 in favor, 4,005 against. The only delegations voting solidly in the negative were the Maintenance of Way Employes, Railway Mail Association, Spinners, Stereotypers and Teachers. The Typographical and the United Mine Workers were divided, and of the Railway Telegraphers four out of five voted no.

Mrs. Rena Mooney was given a sympathetic hearing when she took the platform on Wednesday, after John Walker had asked the privilege for her. Walker declared his belief that Tom Mooney is innocent. Mrs. Mooney begged the delegates to help get her husband and Warren Billings out of prison. The resolution which has been introduced in Mooney's behalf calls for continuous egorts by the Executive Council to get a new trial for the convicted men. It also proposes a referendum in the international unions, as a last resort, on the question of a 24-hour strike on the day following Labor Day.

In a convention of 550 delegates there was bound to be some talk of Bolshevism. President Gompers suggested that some of the Seattle resolutions would have the effect of making the United States Bolshevist. John Frey took a similar position. The New Jersey Manufacturers' Council, angry at the warning as to anti-union stupidity shown by certain big profiteers which Chairman Manly of the War Labor Board had expressed in a speech here, denounced Manly as a Bolshevik. Jos. D. Cannon read this attack in convention, and the delegates instructed the Resolutions Committee to report in endorsement of Manly's kind of Bolshevism. Then "Curly" Grow of Los Angeles made a speech warmly rebuking the chairman of the convention or anyone else for "casting aspersions" on Seattle's labor movement. Mr. Gompers denied that he had done so. Secretary of Labor Wilson contributed a warning against the anti-democratic character of Bolshevism as he understood it. And Duncan of Seattle wound up the first week's treatment of this strange animal with a request that the delegates study the four resolutions which had been criticized.

One of these pleads for the right of the Russian workers to establish a republic "of, by and for the workers," and asks that all internationals in the Federation take a referendum vote on this question: "Are you in favor of the United States Government giving recognition to the Russian Soviet Government?"

Another protests against the deportation of men to countries where they may be imprisoned or executed for alleged political offenses.

Another declares for nationwide prohibition, as a safeguard to labor.

The fourth present a plan for securing a uniform initiative and referendum system in all international unions, so that a given propostion may be submitted to the entire membership of the A. F. of L. at one time.

Injunction judges, particularly in Illinois, were bitterly denounced by John Walker, during debate on the proposed strike in Chicago to organize the ladies' garment workers. "Betrayers of this nation," he called them. The convention will endorse the strike. Judge Baldwin broke the strike of 1917 by an injunction under which 1,150 girls were arrested and locked up in police stations, and an old man of 70 years was given a sentence of 90 days in jail for contempt.

SIBERIAN FISHING RIGHTS.

Although the Russo-Japanese fishing convention, which was signed at Petrograd on July 15, 1907, may be renewed or modified by mutual agreement up to August 27 of this year, neither the Omsk authorities nor the Japanese Government has taken steps to initiate negotiations on this subject.

Conventional waters, extending from the Bay of St. Vladimir on the south to Cape Dejneff on the north, include practically all the Siberian salmon stations, and, the most-favored-nation privilege not being recognized in this agreement, no other country shares with Japan the right of exploiting these waters along with the Russians. The annual catch of salmon is now about 150,000,000, and, in the opinion of Director Lavroff, it might be doubled.

The valuable herring fisheries of the Siberian coast are not included under the terms of the convention. The herring zone extends from St. Vladimir Bay to the Korean boundary.

The waters north of Cape Dejneff have never been properly explored, but it is believed that there are many species of white fish, including some suitable for canning, to be found there. The Kolyma river is regarded as particularly promising, and one foreign firm has secured a concession and is expected to establish a large plant there.

The Russian fishing firms in the Far East are crippled by their inability to ship and market their last season's catch, by the high price of salt, by the fall of the ruble, and by the lack of tonnage for communication by sea with their establishments. Some of the plants are well equipped with American machinery and are operated in part by American experts, according to American methods.

Canning privileges were included in the fishing concessions auctioned to Russians and Japanese in March. Sixty-five valuable stations in the estuary of the Amur river, from Nicolaevsk to the sea, are to be auctioned shortly on the same conditions. Only Japanese and Russians may bid. In all cases a fishing station includes a parcel of land on the adjacent shore where fish may be cured or canned, or disposed of in any way that is thought desirable by the owner of the leasehold. Costly plants have been erected on many of these stretches of land.

While all foreigners, except Japanese, are excluded from conventional waters, there seem to be no insuperable obstacles to the acquisition of fishing concessions in other waters, through application to the Omsk authorities. Salmon are found, however, almost exclusively in conventional waters.

Demand the union label.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

reached 60 per cent., not sufficient to cover the living expenses by nearly 20 per cent. Budgets of individuals, government statistics and two big charitable organizations make it clear that 12 per cent. of the working women are earning less than the minimum existence, $6 a week. Forty per cent. receive under $9, which is considered the minimum comfort wage.

Accidents among women are startlingly on the increase, with three times the number of accidents as five years ago, with only 66 per cent. increase in the number of workers. The workers receiving the lowest wages are more than twice as liable to accidents and injury as any other.

ONE PROBLEM SOLVED.

The problem of what to do with the surrendered German high sea fleet seems to have been solved. At any rate, according to reports vouched for by the Associated Press, all the German battleships and battle cruisers, excepting the "Baden," and numerous smaller craft interned at Scapa Flow were sunk by their German crews while others went ashore in a half sunken condition.

The wholesale sinking of the German ships which were surrendered under the terms of the armistice seems to have been carefully arranged by officers and crews. All explosives had been removed and therefore the only means of destroying the fleet was by opening the seacocks. The ships went down slowly, with the German flag, which the crews had hoisted, showing at the mastheads.

The crews, composed entirely of Germans, under the terms of the armistice which did not permit of British guards aboard, took to the boats when the vessels began to settle.

Some very diversified comment upon the sinking, follows:

Arthur Pollen, the naval expert, in an interview in the Dispatch, regarding the sinking of the German warships in Scapa Flow, admires the spirit of the Germans in sinking their ships rather than to allow them to pass into the possession of their enemies.

Commander Kenworthy, M. P., told the Dispatch it was the easiest thing in the world to sink a ship by opening the Kingston valve or removing the covers of the condensers.

Commander Bellairs, M. P., declared no watch from the guard boats could have prevented the scuttling of the ships and that therefore the sailors on the spot are not to be blamed.

"The Admiralty is responsible," Commander Bellairs declared, "for they made the armistice, but did not think of the terms."

Admiral Sir Percy Scott, interviewed by the Sunday Times, regards the sinking of the ships as something to be expected.

"It serves us right," he said, "for trusting the Huns. They showed throughout the war that they were not a civilized race, and they never ought to have been treated as such; they are barbarians."

The Weekly Dispatch says that according to an officer who visited the Germans last month, the ships when they arrived in Scapa Flow were searched for explosives, but not stringently.

"The public will insist upon the disclosure of the blunderer, or blunderers, whose egregious trustfulness was so cynically abused," says the Weekly Dispatch.

Trials have been made by the Spanish engineer, Joaquin Estevan, of straw compound as a substitute for coal. This combustible is said to have great advantages over coal for locomotives and agricultural tractors, as it develops sufficient heat in thirty minutes to give the machinery the necessary pressure. Besides, the ashes make an excellent fertilizer.

FEMALE VOTERS IN SWEDEN.

Under the Swedish costitutional system the laws governing municipal elections are subject to revision without a constitutional amendment. The extraordinary session of the Riksdag last fall was able, accordingly, to pass sweeping reform bills granting full and equal suffrage in municipal elections to men and women without the requirement of a property qualification. These municipal elections have an added importance from the fact that the town and county councils elect the members of the first chamber of the Riksdag, and, in consequence, women already have an influence on the choice of the members of that body, although the Parliamentary suffrage cannot be conferred upon women without a constitutional amendment. In discussing the participation of women in the Stockholm elections, the Dagens Nyheter remarks that an active part was taken by married women of all classes and by self-supporting women, especially domestic servants. The percentage of women who voted was smaller than that of men, although the actual number was larger owing to the fact that there are more women than men qualified to vote. According to the election returns of two typical districts of Stockholm, it appears that approximately one-half of the women voted. The increase in the electorate has resulted in changes in the voting strength of the various political parties, these changes favoring the Socialists, who now comprise 52 per cent. of the voters of Stockholm.

NAVIGATION IN THE AIR.

How the aeroplane pilot may be able to make port at night was discussed, the other day, by electrical experts at the Pan-American Congress, in Atlantic City, and the discussion makes more believable the coming civilization in which aeroplanes making port from the sky will be a commonplace. Meantime the lighting of the aviation field remains problematical. Probably as seen from the sky it will present a differently-colored illumination from that of the cities; in fact, if the field is near a city, something strikingly different will be necessary. Probably, too, each aeroplane port will have its aerial lighthouse, differentiated from the lights of other ports by its signal, so that the man in the sky will recognize them as the helmsman at sea recognizes the lights along the coast. A suggested improvement over the maritime light is the presence of a watchman listening by microphone for aeroplanes and directing them by wireless where to land to avoid aeroplanes that may already be in the park.

A SEVEN MILE TUNNEL.

Recent advices from Tokyo are to the effect that a submarine tunnel under the Shimonoseki Strait will be started this year and it is planned to complete it in 1928. The authority for the announcement is the chief of the construction bureau of the Japanese Government Railways.

It is estimated that the tunnel will cost $10,000,000. Two years will be devoted to studying the geological formation of the strait bed and drafting the general plan of work in preparation for the tunneling. Japan will send engineers to the United States and Europe to study the tunneling achievements of the West.

The length of the tunnel will be seven miles, of which one mile will be completely under sea.

WOOD SHIPS STILL USEFUL

(Continued from Page 7.)

government transports were turned loose and many of them came around the Horn to the Pacific Northwest. These old wooden steamers opened up new trade fields and aided enormously in developing those already open. They ran to Alaska, to Central America, to Mexico, Hawaii and the Orient, and had the government at that time encouraged and protected shipping as it is now doing, our ocean prestige would never have been lost.

"Five years before the war began, the late James J. Hill, master of transportation, made the remarkable statement that the business of the country was increasing so rapidly that it was imperative that the railroads immediately expend $5,000,000,000 in betterments and equipment, this in the face of an increasing traffic at Panama and Tehuantepec. The extraordinary business due to the war was not needed to demonstrate that Mr. Hill was accurate in his predictions."

Mr. Wright believes that some relief from the inevitable congestion of rail traffic must be found in the water routes between the two coasts.

"There are immense possibilities for the development of this kind of traffic between the Atlantic and the Pacific Coasts," he continues, "and no other craft is so well adapted for this trade as the economically-built and economically-operated wooden steamer of from 3,000 to 5,000 tons.

"We want to use these vessels in getting into the rich trade fields from which the Huns have ousted themselves by their own folly and wickedness."

The wood ships built for government account under war orders were practically all steamers of from 3,500 to 5,000 tons and those that can be released from government service are now being offered for sale in a market where ship tonnage was never so scarce or freight rates so high.

A complete record of the performance of the wood ships kept by the Shipping Board gives in definite form the service rendered to the government by this class of vessels and the promise of future usefulness. Out of the entire fleet operated under control of the Shipping Board, Chairman Edward N. Hurley recently announced, but three wood ships have been lost.

The life of a wood ship, therefore, while a risk, would not appear to be so great a risk as is commonly believed. The actuary, as with lives of men, may be able to take a thousand wooden ships and figure the approximate mortality each year among a thousand new and sound ships, and figure the risk, but no man or group of men can point to a wood ship on the ways or newly launched and say what her years of active service will be. The youngest cabin boy may wither into old age and pass to his fathers while the wood ship upon which he spent his 'prentice years continues stoutly on her way, a useful and profitable trader at home or overseas.

In other days when the builders of houses built for centuries and not for the present as later became the fashion, timbers from wood ships that had been condemned were eagerly sought as the bulwarks of construction, and in the staunchest old houses of England today can be found timbers in such excellent state of preservation that they appear to have been petrified which were obtained from the hulls of wooden ships which have come to the end of useful careers after many years at sea.

PROBLEMS OF DEMOBILIZATION.

(Continued from Page 2)

to be done that is needed, and I would have them engage in needed public works in order to furnish buffer employment to the unemployed, tiding us through the period of readjustment to the period when we get into our post-war activities, carrying us through the possibilities of riot, carrying us through the period when there is likely to be disturbances in our social and political structure, if we have large numbers of unemployed men. And then, when we have tided through that, when we have gone through our period of readjustment, we can take up the questions of social reconstruction, political reconstruction, economic reconstruction, and deal with each of the problems deliberately, intelligently and without passion, working out our destiny in a manner that Almighty God intended it should be worked out—in a progressive movement towards the highest standard possible for human beings to reach.

A. F. OF L. CONVENTION NOTES.

(By Chester M. Wright.)

Romance, gaunt sincerity, blazing idealism, callous-fisted fighting—come to Atlantic City to find those things. Where the American Federation of Labor holds its Convention on the Steel Pier, that is the place to look.

Men who have come out of the elemental struggle with the tools and the materials of the world have stories back of them. Such romance as would make the most furious of Jack London look anaemic and such romance as would make the weirdness of Poe seem commonplace lies back in the life struggles of some of these men of labor. Stories of the sea in the wild old days, stories of the great steel mills when human lives were worth less than a nickle a throw, stories of the railroads, when a railroader had to be the equal of anything that wore shoe leather—stories could be told here.

There are men here who have gone through strikes at the head of great organizations who have won through by strategy that Napoleon might have been proud to have had at his command.

If Vice-President "Jim" Duncan would put into a book some of the stories that are under his grayed thatch!

If Andrew Furuseth would put between covers the thrill that is in the tales he tells of the black days when he was young!

If Sam Gompers would tell the world the little stories of the human heart and give to it the glimpses of the human soul that he has got in battles where men fought against starvation and brutality for the sake of children to come after them!

And if "Bill" Mahon could be coaxed to put into print some of his early days' experiences when American traction companies were organized by night to cut melons before sunrise! Great stories those would be—great thrillers and great human documents.

Mrs. Sara Conboy, Secretary of the United Textile Workers, has been selected by President Gompers to christen the good ship "Afol," which the Emergency Fleet Corporation has agreed is to be named for the American Federation of Labor. When President Gompers announced his selection to the Convention Mrs. Conboy was on the platform making a report for committee on organization. She made a pleasant acknowledgment of the honor and got a cheering round of applause from the Convention.

If some of the steel magnates could have looked in on a meeting of the committee to organize the steel industry they might have seen something worth seeing. They would have seen the finish of slavery in the mills if they had been here. At any rate, however, they will see it before long. John Fitzpatrick was elected permanent chairman and twenty-four internationals put their weight behind the campaign. International presidents will go into the Pittsburgh District if necessary to establish the right of free speech there.

No sane person will attempt to deny the right of the people to form and maintain political parties, regardless of what their fundamental purpose may be. There is, however, well grounded opposition to combining our purely economic movement with purely political movements.

ROBINSON ON SHIPPING BOARD.

Henry M. Robinson, who was recently appointed by President Wilson a Commissioner of the United States Shipping Board, arrived in Washington and assumed his duties with the Board.

Mr. Robinson was in Paris when he received the appointment. He had been summoned there as a special representative of the Shipping Board and since January has been engaged with the numerous problems concerning shipping and those related to shipping, which arose during the peace negotiations. He returned by the steamship Mount Vernon, one of the seized German liners which the Shipping Board intends to allocate to the South American service. The vessel is now being used as an army transport, operated by a navy crew.

"We came across from Brest," Commissioner Robinson said, "in six days and twenty hours. I imagine this is about as good time as the vessel, which was formerly the Kronprinzessin Cecilie, ever made while under the German flag. We brought home 5800 men of the Sixth division. Civilian passengers and crew swelled the total number to about 6800. Yet with this great crowd the vessel was kept as clean and comfortable as any liner in the regular passenger service."

While in Paris, Mr. Robinson served as United States representative on the Reparation Commission and as representative on the commission which considered the retention of enemy ships seized in American ports. He was one of five United States delegates on the Supreme Economic Council, and also acted on the commission for the creation of a permanent International Labor Conference. He said that a draft of this plan is now a part of the League of Nations.

ACROSS AFRICA.

Plans are under way in Africa for the restoration of the railway and steamer connection across the continent from where the Congo empties into the Atlantic to the former German capital at Dar-es-Salaam, or "Harbor of Peace," on the Indian ocean. The connection was completed just before the war, and the eastern terminal of the line was almost immediately destroyed when the town was shelled by British vessels. The German end of the line, now lost to Germany, ran for some 800 miles from Dar-es-Salaam to Lake Tanganyika, and a small steamer had been "made in Germany" and carried in sections over the new railway line to the lake, where it was to be put together and launched to ferry passengers across to the beginning of the Belgian part of the system. The Belgian railway ran from Tanganyika to the upper Congo, passing two unnavigable stretches of the upper river, and from this terminal the traveler continued by steamer to the Atlantic. Few ever made the journey, for the war began within a short time of the completion of the last link. But the next few months ought to see the development of a steady traffic back and forth across what was once called the "dark continent."

Demand the union label.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, Ill.....4 E. Austin Avenue
MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, Ohio.....821 Summit Street

MARINE COOKS AND STEWARDS' UNION

Headquarters:
Buffalo, N. Y., 35 West Eagle Street
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J. M. SECORD, Secretary.

Branches:

CHICAGO, Ill.....406 N. Clark Street
CLEVELAND, Ohio.....1401 W. Ninth Street
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, Ohio.....85 Bridge Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
CONNEAUT HARBOR, Ohio.....992 Day Street
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UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

Marine Hospitals:

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Relief Stations:

Ashland, Wis.
Ashtabula Harbor, O.
Buffalo, N. Y.
Duluth, Minn.
Escanaba, Mich.
Grand Haven, Mich.
Green Bay, Wis.
Houghton, Mich.
Ludington, Mich.
Manistee, Mich.
Erie, Pa.
Menominee, Mich.
Ogdensburg, N. Y.
Oswego, N. Y.
Port Huron, Mich.
Manitowoc, Wis.
Marquette, Mich.
Milwaukee, Wis.
Saginaw, Mich.
Sandusky, O.
Sault Ste. Marie, Mich.
Sheboygan, Wis.
Superior, Wis.
Toledo, O.

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VANCOUVER, B. C.....529 Richards Street

Labor News

The St. Paul Co-operative store, with a charter and capitalization of $50,000, has been formed and is doing an active business. Ninety per cent. of the membership of the company are trade unionists.

The Canadian Labor Gazette, issued by the Dominion Department of Labor, reports that in April, 1914, the retail price of the average family budget was $7.51. In the middle of April, this year, the cost had increased to $13.35.

Officers of the National Federation of Federal Employes are studying the question of life insurance for the members of this organization. Life insurance companies have presented several group plans and the study includes a review of insurance carried by various trade unions. A report on this question will be submitted to the next convention of the federal employes.

The Seattle Co-operative Association is reported to be out of debt. June 1, 1918, the association started with 133 members, who paid in $900 on their stock. Of that sum $750 was paid for the store, which invoiced $8300. As a result of the educational campaign the association now has 740 members. There are 15 other co-operative stores in the state, acting co-operatively with the Washington Rochdale Union.

Eight million, or 22 per cent., of all persons engaged in gainful occupations in the United States, are women, according to the women's division of the Federal Employment Service. Of this 8,000,000 more than 1,000,000 were women and girls employed for non-monetary returns on home farms. Roughly calculated, 19 per cent. of all paid employes in 1910 were women and girls who need employment information at some period in their lives.

Since the Oregon State Workmen's Compensation Law became effective in 1914, the Industrial Accident Commission has received from all sources $6,007,081 which it has disbursed in the course of business at an administrative expense of only 6.17 per cent., the balance being available for the payments of claims of workmen injured in Oregon industry. During the year 1918 there were 25,288 workmen injured in industry in the State, 182 of the accidents being fatal.

The five pottery firms located at Sebring, Ohio, have notified their employes that they will provide free life insurance for from $500 to $1000 each, depending on the length of time each worker has been in the employ of the companies. An employe can claim full face value of the policy while living if permanent disability occurs before the age of 60. No physical examination is required. The insurance is free, if the worker has been employed for not less than 60 days.

The board of arbitration in the case of the Montreal Tramway company and its employes rendered its finding, and it was accepted. The wage advance of motormen and conductors ranges from 37 to 44 cents an hour; an increase over the old scale, which was from 31 to 37 cents per hour. Shop workers are awarded a 12 cent raise. Other men employed by the hour get a 7-cent advance. Clerks and inspectors receiving less than $100 per month were increased 25 per cent., and those paid over $100 were given 20 per cent. more.

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SEATTLE, WASH.

Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aasgaard, Andrew
Aals, John
Aase, Prof. R.
Ahearn, P.
Ackerstrom, P. R.
Akesen, A. R.
Alexio, Hakan
Alexanderson, C.
Almer, Robert
Alton, Nestor
Andersen, Andrew
Andersen, Ferdinand
Andersen, John N.
Anderson, Karl A.
Anderson, A. S.
Anderson, Olaf.
Anderson, F. V.
Anderson, Julius
Anderson, Alfred
Anderson, Adolf
Andrewsen, Andrew
Anderson, Olaf
Anderson, A. C.
Anderson, Albert
Anderson, Alfred T.
Anderson, A. C.
Bach, Lars
Bendixen, Cooper
Berg, William
Berglin, G.
Berglund, Iver
Bergquist, Axel
Bloomgren, Adolf
Bjorkstrom, Arthur
Bjorkstrom, Saphia
Bodie, W.
Bolliver, Ira
Borgen, Arne
Borshain, Andy
Boston, T. R.
Brandt, Otto
Bratt, F. W.
Bretson, Joe
Brogard, N. L.
Brown, Joseph
Brund, Nils
Burns, Charley
Bye, D.
Camino, C. C.
Cane, John
Carlsen, Louie
Carlsen, Oscar
Carlsen, Gunnar
Carlson, Magnus
Carlson, Erick
Carruthers, M.
Carstensen, C.
Caspersen, Carl
Chester, Elias
Christensen, Oscar
Christoffersen, B.
Christensen, Kristoffer
Cortes, P.
Conradsen, Julius
Cormstedt, Oscar
Clausen, Christ
Dahl, Pete
Dane, E. R.
Danielsen, Olof J.
Daniels, P. A.
Darker, Wm.
Davis, Joseph J.
Detmansen, Ditman
Dehler, Fred
Douglas, Walter
Draebeck
Drage, John
Dryer, Trygve
Duveland, Carl
Dutton, Henry
Dunn, Geo.
Dylevik, O. M.
Edston, Frank
Ekendahl, Walter
Ekstrom, George
Ellingsen, Erling
Elling, Alfred
Ellegaard, W.
Elisen, Sam
Engberg, Oscar
Ericksen, Otto
Erickson, Eric
Erickson, John
Esch, Joe
Fagerstedt, O.
Fiedje, J. A.
Fitzsimmons, Thos.
Fitzgerald, R.
Fernquist, C. W.
Flemming, W.
Franson
Freyfell, W.
Gabrielsen, Peder
Gallagher, Thos.
Gittler, Karl
Glaser
Gran, Aksel
Granroos, Elbin
Gullfelt, Anker
Gustafson, Oscar
Hansen, Olaf J.
Hansen, Jorgen
Hansen, G. Edgar
Hansen, Peter
Hattners, Magnus
Hardy, W.
Harwoold, Paul
Harrington, Quinn
Heger, Clarence
Helander, Chas.
Helmer, Fred
Helvik, Fred
Hendriksen, Robert D.
Heritz, Ivar
Hetvik, Fred
Heyen, H.
Hilliard
Hilliard, C. R.
Holmquist, Einar R.
Holmquist, J.
Holst, Herman
Holst, Herman
Holmstrom, Harry
Hoolbrook, Jack
Hope, Martin
Howard, Geo.
Hvid, Hans
Janzen, Emil
Jensen, Henry
Jensen, James
Joe, Mr.
Johansen, C.
Johanson, Carl
Johanson, Erik
Johanson, J.
Johanson, Adler
Johnsen, Angell
Johnsen, Carl R.
Johnsen, Halvor
Johnsen, Alexander
Johnson, Peter M.
Johnson, Ernest
Jonas, A. H.
Jorgeson Fredrick
Jorgensen, Aksel N.
Julius, F. E.
Ingebritsen, Olof
Iversen, Ole
Karlsen, Oscar
Karlsen, A.
Karlsen, Ludvik
Karlson, Erick
Karlson, Ingvald
Karlstrand, Gus
Kaleva, Johan
Kelly, D.
Kindlund, Otto
King, A. H.
Klinteberg, S.
Koppen, Oluf
Kofoed, Geo.
Kruger, Johan
Kristiansen, A.
Kristensen, John
Larsen, L. A.
Larsen, Martin
Larsen, Sigurd
Larson, G.
Lee, Christ A.
Lee, Laulritz
Lee, J.
Lersten
Levine, Ben
Levi, Theodore
Licht, Peter
Lindholm, B.
Lindroos, Oscar A.
Lokly, B. J.
Loken, Carl
Lund, E.
Lundgren, Carl
Lurvaag, H. J.
Lutzen, Valter
Lux, Chas. F.
Magnusson, L.
Maher, Thomas
Maitland
Mangsted, J.
Malone, Bart
Martindale, Jack
McCoy, James
McDonald, Wm.
McGovern, R.
McGregor, J.
McGuire, J.
McLeod, Angus
McPherson, James
Mehlum, M. L.
Mikkelsen, Kristian
Mikkelsen, Erick
Mikkelsen, Lars
Miller, A.
Moline, August
Morrison, William
Mortensen, J. R.
Mover, F. H.
Muir, James
Myammes, Johan
Naero, H.
Nazel, Adolf
Nelsen, Herman
Nelson, Axel
Nelson, Emil
Nielsen, Christian
Nilsen, Oscar
Nilsen, Andreas
Nilson, John
Nilson, Sven
Nilsson, Nils H.
Ness, L.
Newman, John
Nolan, James
Nordberg
Norberg, A. A. E.
Nord, C. W.
O'Connell, J.
Olsen, Herman
Olsen, Albert
Oliver, James
Olsen, Ferdinand
Olsen, Emanuel
Olsen, Andrew
Olsen, Gustav
Olsen, Ole D.
Olsen, Carl
Olson, Hjalmar
Olson, Geo.
Olson, Ben
Olson, Joseph
Olson, John
Orling, Gust
Overland, Oscar
Overturf, J. C.
Pearson, Johan
Pedersen, Karl
Pedersen, P.
Petterson, A. K.
Petterson, Herman
Platiko, N.
Punis, Anthony
Quandt, A.
Rasmussen, Chr.
Reed
Ring, Walfrid
Romahl, Olaf A.
Roon, Oscar
Rudvig, H.
Ruhe, Hans
Runnquist, Gust
Rydquist, Carl H.
Rylander, Rudolf
Sassa, Hjalmar
Sabones, T.
Samuelsen, Edward N.
Schwarsien, Wilhelm
Schyrsler, C.
Scon, Arthur
Selen, Guslaf
Simmons, J.
Sodwich, Benj
Sorensen, Andrew
Sorensen, George F.
Sorger, Eddie
Strand, Charles
Staff, Charles
Sears, Guy Loren
Swanson, Charles J.
Swanson, Rasmus
Swanson, Will
Taevig
Taft, Pete
Tarko
Thorsen, Forger
Thompson, Peder
Thomas, J. E.
Thynnes, Oscar
Tobiassen, Tobias
Toluson, T.
Tornquist, Henry
Torwik, John S.
Toyra, Adolf
Trane, Kudri Miro
Traverson, Louis
Tuomien, John
Turreck, Joe
Waldham, Chester
Walgren, John F.
Wall, William
Walters, Alfred
Ware, Tom
Warjo, K.
Ween, P.
Welch, Patrick
Weld, Lynne A.
Wick, John
Wilkeson, Dave
Wille, Louie
Wilson, Gus
Wilson, C.
Williams, T. C.
Wold, Peder
Wrieboden, W. van
Wullium, Justine
Vanus, Hugo
Voigt
Ylinen, Sam
Yarkley, Andon
Zebe, Guslav
Zimera, George
Zolenk, A.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Leltonen, Arthur
Malkoff, Peter
Martinson, Adolph
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Soderlund, Uno
Svenson, B.
Sundquist, Walter W.
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

The widow of Otto Kivi, who fell overboard on the S. S. "Carlos" between San Francisco and Aberdeen, May 30, 1919, wants to know the names of the crew on the ship. Kindly assist his widow by giving this information to S. T. Hogevoll, attorney for the widow, 627 Pacific Building, San Francisco. 6-11-19

Members of the crew of the S. S "Oskawa" will please call at my office in relation to a claim for salvage against the S. S. "Westgrove." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City. 10-16-18

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Will any of the crew of the barkentine "Thos. P. Emigh" who were on her at the time Jacob Olsen was hurt by being thrown over the wheel on or about October 27, 1918, please call on or communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Calif. Telephone, Sutter 5807. 6-18-19

The Public
A Journal of Democracy

Poverty is A Crime!

It isn't a crime to be poor, any more than it is to be murdered. The poverty-stricken man is not a criminal. He is a victim of a crime for which others as well as himself are responsible. Henry George 33 years ago gave a lecture before the Knights of Labor the title of which was

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THE PUBLIC
122 E. 37th St., New York City

Portland, Or., Letter List

Anderson, Albert	Larson, C. -1632
Anderson, C.	Lehtinen, Armas W.
Ahren, Wm. J.	
Aimer, Robert	Lindner, John
Backman, Peter W.	Melgant, F.
Bjork, Rudolf -2206	Miller, Harry
Bohm, Franz	Mikkelsen, Harry
Christensen, H. P.	Murphy, Francis Leo
Cunningham, G. F.	Newkirk, Clifford
Dahl, Louis	Nordman, Alek
Doehring, Otto	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Ellegaard, M.	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Ohlson, J. A.
Geiger, Joe	Olson, John
Graaf, John D.	Olson, Chas.
Hanson, August -1134	Pope, Herbert
	Paulsson, Herman
Harding, Ellis	Petersen, Anton -1675
Hartman, Fritz	Petesen, Knut
Hatland, A.	Petter, G.
Hauschild, B.	Rensmand, Robert
Henriksen, Geo.	Ringdahl, Ole
Hogstrom, Karl I.	Ross, Geo.
Huber, C. L.	Ruisgaard, Soren
Johansson, Charles -2407	Ruud, Ole H.
Jorgenson, Earl	Samuelsen, S.
Jensen, H. T.	Sandstrom, Olaf
Jespersen, Martin	Schmeltning, Max M.
Johnson, C. A.	Schroder, August
Jordan, H. S.	Sibley, Milton
Kase, A.	Siebert, Gust
Kaskinen, Albert	Swenson, C. E.
King, J. A.	Thompson, Walter
Knoisky, E. W.	Thoresen, Ingwald
Kristiansen, Wm. A.	Tuhkanen, Johan J.
Laatzen, Hugo	Wold, Frank
Larsen, C. J.	Wood, E. E.
Larsen, Hans	Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anton	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magail, Michael	

INFORMATION WANTED.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.
3-26-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.
11-6-18

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

The army of fighters has achieved its purpose.

The army of savers must remain in "action."

"Carry on" to a lasting peace under the banner of W. S. S.!

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La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal.
11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee, Wis.
8-17-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City.
1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

William J. Farrell, last heard from at Seattle, Wash., July 25, 1918, is inquired for by his father, Edward Farrell, 338 Commercial Avenue, South San Francisco, Cal.
4-30-19

Home News

The Public Health Service reports that tuberculosis claims a life every three minutes in the United States.

The official Government figures upon the cost of living show a decline of 3 per cent. since December.

Five men have already been burned at the stake in the United States since the first of the year, and more than twenty persons have been lynched in that time.

Soldiers and sailors to the number of 4,522,724 have been insured during the war by the War Risk Bureau. The total insurance amounts to $39,561,994,500. The average policy is $8,747.

The Department of Labor announced that a committee of experts is now investigating the mortality from tuberculosis in those trades where there are processes involving a great deal of dust.

There are 51,143 more motor vehicles registered in California now than at this time a year ago. Figures issued by the Motor Vehicle Department show a net registration now of 345,275 and a gross registration of 379,400. The receipts are $3,775,227.97 this year, so far.

The Statistical Division of the War Department estimates that there will be on hand September 1st 7,599,000 pairs of shoes and 8,812,000 pairs of leather gloves and mittens; a sufficient supply of the former on the basis of an army of 500,000 to last for over five years, and enough of the latter to last for over seventeen years.

Charges that railroad bondholders are being paid as high as 40 per cent. on their investment and that this is responsible for present deficits under Government operation, has been made by the Farmers' National Committee on Transportation. The claim is made that on $7,000,000,000 of securities the railroads are not entitled to any dividends. Government ownership, with a maximum purchase price of $12,000,000,000, is favored as a remedy for present conditions.

Taxes amounting to $4,179,184 were paid over to the Minnesota State Treasury by the United States Steel Corporation subsidiary companies. They were in payment of real estate taxes for the first half of last year. Included in the list was a check from the Oliver Iron Mining Company for $2,134,985 to cover half its proportion on real estate holdings in iron ranges. Among other large checks was one from Mahoning Iron & Steel Company for $386,000 and one from the Northern Pacific Railroad Company for $100,000.

A scheme in making cities really "cities of homes" is being worked out at Wellington, Kansas, by the business men of that city, who are encouraging home ownership. They have founded the Wellington Home Foundation. The foundation plans to hunt up worthy workingmen of the city who now live in rented homes, provide them with a vacant lot and erect a home on it, to allow the workingman to pay for it in regular installments, like rent. He need not have a dollar to start with. The foundation has checked over all of the run-down, dilapidated old residences in the city, and is buying them. It plans to tear them down, or rebuild them into modern small homes and sell them to workingmen upon the same terms as if it built a home on a vacant lot.

Domestic and Naval

The British steamer "Winfield," 3215 tons gross, 2082 net, carries about 5600 tons deadweight, built at Port Glasgow in 1900, and owned by the Adelaide Steamship Company, Adelaide, is reported sold for about £130,000.

The British steamer "Earlswood," 2353 tons gross, 1480 net, carries about 4120 tons deadweight, built at Middlesbrough in 1898 and owned by the Federated Coal & Shipping Co., Cardiff, has been sold to the Aster Shipping Company, Cardiff, for about £65,000.

During the months of April and May last 255 ships were launched in the shipyards of the United States. During the same months in 1918, 120 ships were launched, according to the bulletin of the United States Shipping Board. These ships have a gross combined tonnage of 880,000.

The "Sinclair No. 275," the fifteenth United States torpedo boat destroyer to be made at the Fore River shipyards at Squantum, Massachusetts, has been launched. The ship is named in honor of Capt. Arthur Sinclair, who was in command of the American naval force at Lake Huron in 1814. Mrs. George Barnet of Washington, District of Columbia, grand-daughter of Captain Sinclair, acted as sponsor.

The International Mercantile Marine lost 43 steamers of 409,967 tons during the war through submarines and mines, according to the annual report for 1918 just made public. These losses were all covered by war risk insurance, and the company's operations for the year showed gross earnings of $38,042,093 and net earnings of $11,493,274. The combined income account for the year shows a surplus of $12,940,537, against $15,475,985 for 1917.

Early completion of the Alaskan Railroad to the navigable waters of the interior is necessary for the success of the entire rail construction prrgram in the territory undertaken by the Government, according to J. L. McPherson, engineer of the Alaskan Engineering Commission. In order that construction work may not be interrupted, the House approved an appropriation of $1,964,350 for the work in the general deficiency bill sent to the Senate. The present force of 1,500 men will be doubled this month.

A new policy has been adopted by the Shipping Board for the disposition of its fleet of wooden steamers. There will be three arrangements for payment for the steamers. The first basis will be on a cash sale proposal. Another basis will be 50 per cent. on delivery and the balance in quarter-annual payments over a period of two years. The third arrangement will be 25 per cent. on delivery, and the balance in quarter-annual payments over a period of three years. There will be a difference in the prices which the Shipping Board will accept for the purchase of these vessels under the above arrangements. The cash price will be lower than the price of 50 per cent. prepaid, and the 25 per cent. arrangement will carry a still higher price per deadweight ton. The Shipping Board will negotiate the sale of these vessels to foreign interests, but transfer of flag to foreign registry will not be permitted until the full purchase price is completed.

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DECEMBER 31st, 1918

Assets	$58,893,078.42
Deposits	54,358,496.50
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,336,411.92
Employees' Pension Fund	295,618.00

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

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Alne, G.
Alto, Henry
Alto, Vaino
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Anderson, G. -2141
Anderson, L. H.
Andersson, E. -1781
Anderson, A. -2031
Anderson, C. A.-421
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderson, Gustaf A.
Anderssen, Hans C.
Andersson, Gunnar
Andersson, J. -1246
Antonsen, Arthur
Antonsen, Marius
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Asberg, Chas.
Aunberg, John S.
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Axelsen, H.
Axelsen, Geo.

Backman, A.
Ballod, F.
Barentse, J.
Basanta, Antonio
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Bjorklund, Gottfried
Blake, Frank
Blindheim, A.
Block, John
Blomberg, Aarne
Blomgren, Adolf
Bock, Jimmy
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Borgesen, Laurits
Bos, J. -2330
Boyle, Joseph
Brevick, Johan
Brown, Parry
Burnsey, C.
Bye, K.
Bye, Alf.

Carlson, Gunnar
Carlson, Gus
Carlson, Richard
Carlson, C. Aug.
Carlson, E. S. -1769
Carlson, G. -1190
Carisson, August
Carr, R. W.
Catechis, L.
Chavez, Mariano
Chilcott, G.
Christensen, H. C.
Christensen, Oskar
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Dahlstrom, Sven
Damberg, A.
Darrah, K.
Dommelen, G.
Dresser, Claton
Dwyer, E. J.

Eckhoff, Otto
Edmann, O. -557
Edmonds, John W.
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Egenas, Nels
Einartsen, Hans
Engstrom, Ben
Enstrom, C. M.
Erickson, A.
Erickson, John
Ericsson, C. L. E.
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Erikson, Chas.
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Fjellman G.
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Gregg, Oliv.
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Gundersen, N. F.
Gundersen, Ole
Gurman, K. -1215
Gustafsson, Valter

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Halversen, Erling
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Hansen, Ralph
Hansen, M. -968
Hansen, Henry
Hansen, R.
Hanson, Johan A.
Hanson, P. S.
Hanson, Kai L.
Hanson, August
Harbst, J. D.
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Helin, Paul
Helindahl, A. -1487
Hellberg, Olaf
Hellman, H. W.
Hellsten, G. -2168
Henriksson, J. L. M.
Henrikson, V.
Hering, Alfred
Higgins, P.
Highland, D.
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Hoffman, G. I.
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Holm, Astrip
Holm, Stephen
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Holmgren, Carl
Holmstrom, Geo.
Hovde, M.
Hunter, E. A.
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Johannessen, B. E.
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Johansen, J. A.
Johansen, C. -1593
Johanson, S. -1082
Johanson, Arvo
Johanson, K. 2094
Johansson, E. -2715
Johnson, Edw.
Johnson, Matt
Johnson, Michael
Johnson, Oscar
Johnson, Norman
Jones, E.
Jonsson, Hans

Kaasik, Aug.
Kalberg, W. -688
Kalkman, J. S.
Kallberg, Arvid
Karlsen, Martin
Karlsen, -1190
Karlson, Oskar
Karlsson, August
Kasper, Walmar
Katehes, Constantino
Kennedy, J. R.
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Kirkham, Geo.
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Larsen, J. -2012
Larsen, M. -1710
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
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Larson, J. -1209
Laugsen, Ola
Leathers, L. E.
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Legoski, Joe
Lehtonen, J. O.
Leirevaag, H. -2213
Leskinen, John
Lewis, Wm.
Liksna,
Lillegren, Douglas
Lindblad, L. Gust.
Lindblom, A.
Lindblom, B.
Lindgvist, Chas.
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Linqvist, John
Littchen, A.
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Mamers, Carl
Marko, Frank
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McNair, H. S. S.
McNeill, S. R.
Matheson, A. -2245
Mehrtens, K. H.
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Melis, D.
Mescall, Matt
Meyer, Frank
Meyers, G. R.
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Miller, Gerald
Miller, John
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Mortensen, L. A. P.
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Murmi, Victor

Nelson, Emil
Nelson, A. M.
Ness, Erling
Nicolaisen, O.
Nielsen, H. P. R.
Nielsen, Harold J.
Nielsen, K. - 1314
Nielsen, Kristian
Nielson, Herman
Nilsen, Ferdinand
Nilsen, J. -1481
Nilson, Axel
Nilson, Christ
Nilsson, A. -1176
Nilsson, Reinholdt
Nilsson, S. Hilding
Nissen, Chas.
Noblance, Louis
Nordenberg, A.
Nurminen, John
Nyman, Oskar

Ohlsson, O. -1060
Olaffson, Melch
Olafsen, O. B.
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Olsen, Peter
Olsen, Jorgen
Olsen, Charley
Olson, Albert
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Ottem, Aksel
Overwick, Th.
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Paulsen, O. E.
Peder, J.
Pedersen, H. -1560
Perdok, A. -1861
Perkins, J. W.
Peters, Chas.
Peterson, Eugene
Petersen, Aksel L.
Peterson, F. A.
Peterson, O. -1551
Rainio, Arthur
Rasmussen, Jack
Rautio, Jack
Renstrom, Axel
Rinse, V. -577
Ring, Walfrid
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Rydon, Tom

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Sander, Robert
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Sorensen, N. -2447
Spalding, Jim
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Strom, K.
Sund, Aleks
Sund, Alex
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Sutse, Mich.
Svensen, Anker
Svensen, E. -2675
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Swansen, Fred
Swanson, J. -2907

Taice, John
Taimi, V.
Tanum, H. -973
Tapper, A. -1115
Tarkan, T.
Thaning, T.
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Thomson, Wilhelm
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Womack, A. B.

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Overwick, Thos.
Swanson, S. -2907
Tandberg, Einar

INFORMATION WANTED.

Will Lars Hansen, who was second mate on the "William T. Lewis" last January, please call on or communicate with F. R. Wall, 324 Merchants Exchange, San Francisco? Phone Sutter 5807. 6-25-19

Members of the S. S. "J. O. Neil" will please call or write to the undersigned attorney relative to salvage services performed on the 18th day of January, 1919, to the S. S. "Oregon." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

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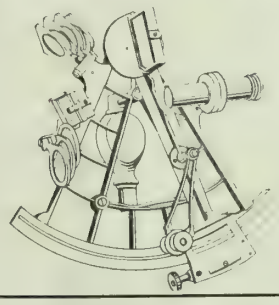
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News from Abroad

Ignace Jan Paderewski, the Polish Premier, made it known on the 1st that he had decided to ask President Wilson to name a commission of Americans to go to Poland and investigate the charges regarding the treatment of the Jewish population there.

The railroads owned by the Government in Sweden are being electrified. It is found that the trains can make twice the speed with electric power and, besides, it saves the coal. The current will be developed from the water power of which there is a great abundance in Sweden.

A woman's party, recently organized in Argentina under the leadership of Senora Julieta Santeri de Renshaw, has published a platform which demands equality with men in office-holding as well as in voting, and declares that any interpretation of the Argentine Constitution contrary to woman suffrage is "unworthy of the present state of civilization."

The Royal Dutch West India Mail Service, Amsterdam, which had five boats requisitioned by the United States Government last year, made a profit of fl.638,250 after setting aside fl.242,196 for depreciation. A dividend of 12% is paid out of the year's profits. The company is under the same management as the Royal Netherland Steamboat Co.

Since the armistice was signed a new interest has been developed in the British co-operative movement, reports United States Trade Commissioner H. G. Brock, stationed at London. The Department of Commerce has made public this report, which states that there are some 2500 of these societies in operation with a total membership of over 3,500,000 persons, and a total share, loan and reserve capital of over $375,000,000.

France has sent a mission to French East Africa to study the question of food supplies for France, and especially to determine the possibilities of cotton culture by the introduction of irrigation in Lower Senegal and about the mouth of the Niger. Engineers in the region have reported that within ten years half the pre-war demand of French cotton spinners could be supplied from a strip of land 500 kilometers in length on both sides of the Senegal, admirably suited for cotton growing.

A recent issue of the Japanese Advertiser gives an account, taken from what are said to be official sources, of an advance by Great Britain of considerable funds to the Government at Archangel, and the "consequent establishment of Great Britain's interest in the great forest resources of northern Russia." The Archangel Government has accumulated since August a debt of 70,000,000 rubles on domestic loans, a part of which fell due on February 15. Bonds issued against these loans are being used as legal tender, making it almost impossible for the Government to raise more money by domestic loans. Great Britain is counted upon to supply the necessary funds, for which large tracts of forest land will be pledged as security, establishing British interests permanently in northern Russia.

With the Wits

"What do you work at, my poor man?" "Only at intervals, lady."—Houston Post.

Furloughs were in order. "Every man who has a good reason for requesting a furlough step forward." "Company, halt!" the captain roared.—Everybody's Magazine.

"How is neighbor Flubdub's son making out as an artist?" "Doing fine. He has just finished his first picture, which he tells me he values at $5000."—Louisville Courier-Journal.

"If I draw my own will I'll do you out of a fee, I suppose?" "Not at all," said the lawyer, "not at all. When the contest comes my fee will be ten times as much."—Kansas City Journal.

Donald—D'ye ken Mac fell in the river on his way hame last nicht?

Willie—Ye dinna mean tae say he was drooned?

Donald—Not drooned, but badly diluted.—London Ideas.

"What's your grudge against Judge Wombat?" "Too hasty, too hasty. Gives a man no time to prepare his cases. Case of mine has been on the docket only ten years and he insists on my going to trial."—Memphis Appeal.

"I understand you have been telling people that I am feeble-minded." "Now, uncle, I didn't mean——" "Oh, it's all right. Only if that is the general impression I think I'll have an extra smart lawyer draw my will."—Kansas City Journal.

"This League of Nations matter seems perfectly simple to me." "That's the way with a lot of public questions," commended Senator Sorghum. "They have a way of seeming perfectly simple until you meet somebody who disagrees with you."—Washington Star.

"That was a great speech you made the other day," exclaimed the admiring friend. "I'm afraid," replied Senator Sorghum sadly, "that I am getting to be one of these silver-tongued orators. A number of people have told me it was a great speech, but none of them seem able to remember what I said."—Washington Star.

"And," continued the narrator of the thrilling experience on the Pacific, "the great waves rolled on and on, until at last my frail bark was arrested by an oncoming wave more powerful than the rest."

"Well, and what did you do when your boat was arrested by this wave?" asked the cynic.

"We bailed her out." said the adventurer, promptly.—London Answers.

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Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 43. SAN FRANCISCO, WEDNESDAY, JULY 2, 1919. Whole No. 2545.

NEW CONCEPTIONS OF JUSTICE

Authentic Information on Industrial Affairs in Great Britain

Every convention of the American Federation of Labor brings forth its crop of speeches ranging all the way from the very ordinary, mediocre effort to genuine and soulful oratory.

The editor of the Journal was not in attendance at the Atlantic City convention, just adjourned. But a perusal of the printed proceedings easily concentrates attention upon the address of Miss Margaret Bonfield, Fraternal Delegate from the British Trades Union Congress and the first woman to come across the Atlantic in that capacity.

After reading Miss Bonfield's address, reprinted herewith from the official proceedings, it becomes easier to understand why, during the previous year, the British Government denied a passport to the same outspoken little lady, although she had been elected a fraternal delegate to the St. Paul convention of the A. F. of L.

Mr. Chairman and Fellow Workers: I feel it a very great honor to be here this morning as a fraternal delegate to this immense convention from the British Trades Union Congress. It is perhaps significant of the times in which we live that the Trades Union Congress should for the first time have sent a woman to represent them. It is symbolic too, I think, of the fact that in our country women have not merely risen to the point of asking for rights; they have got far beyond that and they are now saddled with responsibility in the workshop, in the administrative work of our country. And because the men of our country recognize that the women are in industry, that they are coming into industry in increasing numbers, they desire that the same education, the same experience, and the same responsibilities which have developed them shall in turn develop the women workers of our country. There is, therefore, a very strong feeling of the importance of organizing the women into the unions and in helping them to understand the tremendous influence that they will bear upon industrial conditions.

It has been hoped by certain sections of the employing class that women would be an easy prey to the pressure of economic conditions, and that women would be able to displace men because they were cheap. On the contrary, experience has shown in the last four years that when the women are organized they are able to fight for conditions of employment, for the minimum standard of conditions, and they are not prepared to be used as tools and destroy the standards which men have been striving to build up for the last hundred years.

In reading the history of your Congress, that amazing publication which has just appeared, I was delighted to learn that as far back as 1894 your convention laid it down that you were going to demand the same compensation for women and men for equal work performed. In that you are entirely in line with the policy of the British Trades Union Congress. It is very vital, indeed, that these two great bodies, the American Federation of Labor and the British Trades Union Congress, should understand each other and should have the closest possible working agreement. We are more and more impressed with the fact that no country alone can work out its economic and industrial salvation, and those two great English-speaking countries will have a very important and a very responsible part to play in building up the new world. It would be absurd for me to attempt to suggest that the methods which we find adapted to our country are methods which you ought to copy, and I hope in nothing I say this morning will it be understood that I am making such an inference. We are all profoundly convinced that each country must find the method best suited to its soil, its temperament, its problems, and so on. What we have to do is to see to what extent we can learn from the different methods and the opposing methods which other countries are endeavoring to adopt. I want, if I can, in the time at my disposal, to tell you what we believe is the best way of developing for Great Britain.

We have been for four and a half years in the shadow of death. We have been moved to the depths of our souls by the tragic sorrow of our time. The sense of something immense is upon us. We feel that we have come to the end of a civilization. We feel that we are in the travail of the birth of a new world and that it will depend, to a great extent, upon the clear-mindedness, the clear-sighted vision of the labor forces of our country whether that new world is going to be better or worse than the old one. We are confident that in passing through this period of suffering we have secured a wider vision; we have, we hope, prepared to make newer claims on life, we are prepared for a fiercer recoil from the competitive old world we knew before the war.

There is grown up in our midst such a hatred of war, such a hatred of the things that caused war, that we are confident that spirit will carry us on in the reconstruction of a world in which war will have no place whatever. Out of this dark night we are looking towards a very grey dawn at present. Many people are concerning themselves in our country about who won the war. Last December our placards, about ten feet high, informed us that Mr. Lloyd George won the war. Numbers of other people are claiming they won the war. As far as the British labor movement is concerned we at this moment are terribly anxious to know when we will win the peace, and we are looking forward to know what is coming to-morrow, and the day after that. The fundamental thing at the present time is to know how the labor forces can use their powers to win a just and a lasting peace. That feeling has had an immense effect upon the structure of our movement.

During the war, when we were working under great disadvantages, when we were subjected for the first time in our history to the Defense of the Realms Act, Military Service Acts, Munitions Acts, and all these other repressions put upon the liberties of the people, we found this had an intensifying effect upon the spirit of the rank and file. The trade union movement was second to no movement in the world in helping the Government prosecute the war with all the vigor it could represent. I wish to make that perfectly clear. I belong to the Left. I am not in sympathy with the war policy of the trade unions of Great Britain; but I want to make it clear here, as their delegate, that at no time during the war was there any hesitation or doubt on the part of the trades unionists of our country in their support of the Government and their desire to prosecute the war to a victory.

Having said that, I want to say at the same time that during the whole period of the war we never lost the sense of the importance of holding to those things that stood for liberty and for the old, precious traditions our country has built up, and always whenever we felt that the spirit of unity was being taken advantage of, was being exploited by those who were more concerned about profiteering than they were about winning the war, whenever we felt the spirit of patriotism was being used for selfish and personal ends, then immediately there was a flare-up of revolt on the part of the workers of the country.

When under the repression, as I say, of these Acts, the national executives were more or less put out of action, when our funds were threatened with confiscation, then it was that the shop stewards and the rank and file in the workshops stepped into the breach and defended the liberties of the people. The resourcefulness and the daring of people who were obscure, and suffering in defense of civil liberties is a thing that will go down in our records. They fought against industrial conscription, they built up the trade unions in the workshops and factories and mills, they made for the community and solidarity of labor through all these years of war. Over and over again, when reason and argument were treated by the Government with stony indifference, the unofficial strikes led by the shop stewards won their demands for the workers.

Let us take the classic case of a group of 10,000 women employed by a large armament firm in the north of England. They happened to be a group in my own trade union, so I know personally about the negotiations. These women were being paid the scandalous wage of from one penny-three farthings to tup-pence-ha'penny an hour, and they were being asked to work twelve-hour shifts—night and day shifts. Women were so overcome and exhausted they were dropping at their work. A demand went in that there should be an incerase in wages and payment for overtime and night work. That demand was played with, it was put on one side, and they waited for two months for any sort of recognition by the Government department concerned.

Then one day at 9 o'clock in the morning the whole of those 10,000 on the Tyneside stopped work simultaneously. They took out of their

pockets knitting and sewing and started knitting socks for soldiers. The management was in a fearful state. They said: "What is the matter with you?" The women said, "You go to the boss; he knows what is the matter with us." They went to the boss, and of course the boss knew exactly what was wrong. He telegraphed to the Minister of Munitions and they, in turn, telegraphed to us. We said, "We cannot interfere; we have been asking you for two months to give those girls justice and you have done nothing." The claim was put through in twenty-four hours and the girls' wages were raised from one penny-three farthings to tu-pence-ha'penny to five-pence, with overtime and night payment arranged for, as a result of the twenty-four-hour strike.

When you are told that agitators stirred up strife in our country don't you believe it: it was the Government that caused most of the strikes that happened during the war. There has been an immense growth of trades unionism during the last four years. Take, for instance, the National Union of Railway Men, which had 132,000 members in 1914, and at the end of 1918, 402,000, an increase of 270,000 in that one body. The General Laborers' Union had 82,000; this sprang up to 312,000, an increase of 220,000. The Postal Clerks were very poorly organized in 1913, only 11,000; they sprang up to 26,000, an increase of over 15,500. And so I could go on reading all through the list, so that at the end of 1918 the figures presented to the Congress showed enormous developments in certain clearly defined groups. The General Laborers at our last Congress made up a group of 902,570. The greatest single group is the miners, with 680,000. Although they were one of the most highly organized trades before the war they added 50,000 members during the war. This illustrates what I said when I spoke of unity and concentration of labor in the workshops, the factories, and the mills.

Most of you have heard about the very wonderful development of our trades union structure and the extent of grouping together of interests in industries. The miners, the railroad workers and the transportation workers have formed themselves into a defensive alliance, known as the Triple Alliance. It may be appropriate at this moment to refer to a development which created a great deal of interest on this side as well as on the other side. At the time when the Triple Alliance was negotiating with the Government there was a certain amount of apprehension in the country as to what was going to happen. The Prime Minister decided to call an industrial conference. Some people had the idea—and I am not going to say it is a true idea, it probably isn't true at all—that this industrial conference was called to stave off the demands made by the Triple Alliance.

When Employers and Workers Agreed.

We sat for a fortnight and produced this document, which is printed as a Government report. We had a most interesting time. We met in three main committees with the leading employers of the day. We hammered out the differences between us and arrived at a moderate program which was consented to by both sides. Both employers and workers agreed we were not willing to recommend this to our constituent bodies unless we had a guarantee from the Government that they meant business. If we recommended it we must have the guarantee from the Government that they would give us the legislation we asked for.

One clause in the report dealt with what we know as recognition. Both employers and working people were unanimous, and this represents some of the biggest employers in our country in the engineering trades, the textile trades, the sugar and confectionery trades, and so on. This clause is as follows:

"On the subject of methods of negotiation between employers and work people, the committee recognized the importance of establishing an understanding on the question of 'recognition.' Their opinion is as follows:

(a) The basis of negotiation between employers and work people should, as is presently the case in the chief industries of the country, be the full and frank acceptance of the employers' organizations on the one hand and trade unions on the other as the recognized organizations to speak and act on behalf of their members.

(b) The members should accept the jurisdiction of their respective organizations.

(c) The employers' organizations and the trade unions should enter into negotiations for the purpose of the establishment of machinery or revision, if necessary, of existing machinery, for the avoidance of disputes, and the machinery should provide, where in any question at issue there are more than one employers' organization or trade union representing the same class of employers or workpeople, a representative method of negotiation, so that settlements arrived at will cover all parties concerned."

Now, that means, in effect, that whereas miners and railroad workers had long ago received recognition, had long ago got such a position in our country that no Government would dare ignore the direct consultation of these representatives in any question affecting their trades; nevertheless, we have many miscellaneous and unorganized trades, and we have the petty little employer, who is a tyrant in his workshop. We still have the employer (in diminishing quantity), who refused to recognize the trade union official. This document, once and for all, lays it down that no employer in our country will be considered respectable if he refuses to meet the proper trade union official for the group representing his trade.

The moral effect of this report is infinitely greater than the immediate practical effect. As a matter of fact, there is no immediate practical effect, because when we met in a conference just before I left England, we were not satisfied with the reply received from the Government and they were negotiating for further legislative guarantees on the proposals we made. This report does contain the possibility of setting up what we are going to ask for, an Industrial Parliament. In our country there are employers who prepared to work wholeheartedly—and I am not saying that in any sense of humbug or camouflage—for a drastic change in the methods of production, distribution, and exchange. They are bringing their strength to bear on one side to bring about this better system of a co-operative commonwealth.

"Increasing the Output."

When we met in conference the employers' side was very concerned about increasing production, and we said: "Very well, go ahead. You write a memorandum about increasing production and show us how you want it done. Put that memorandum in as a memorandum from the employers. We, on our side, will submit a memorandum showing what we believe to be the causes of industrial unrest and the cure for that unrest. We won't ask you to agree to our memorandum, and you needn't ask us to agree to yours." Well, we came up to the scratch and put our memorandum in, but the employers could not agree among themselves as to how they were going to increase the output and what they wanted us to do in order to get it done, so they have put in no memorandum, while we have the splendid propaganda of our memorandum in a Government document.

The summing up of our memorandum is:

"The fundamental causes of labor unrest are to be found rather in the growing determination of labor to challenge the whole existing structure of capitalistic industry than in any of the more special and smaller grievances which come to the surface at any particular time.

"The root causes are twofold—the break-down of the existing capitalist system of industrial organization, in the sense that the mass of the working class is now firmly convinced that production for private profit is not an equitable basis on which to build, and that a vast extension of public ownership and democratic control of industry is urgently necessary. It is no longer possible for organized labor to be controlled by force or compulsion of any kind. It has grown too strong to remain within the bounds of the old industrial system and its unsatisfied demand for the reorganization of industry on democratic lines is not only the most important, but also a constantly growing cause of unrest.

"The second primary cause is closely linked with the first. It is that, desiring the creation of a new industrial system which shall gradually but speedily replace the old, the workers can see no indication that either the Government or the employers have realized the necessity for any fundamental change, or that they are prepared even to make a beginning of industrial reorganization on more democratic principles. The absence of any constructive policy on the part of the Government or the employers, taken in conjunction with the fact that labor, through the Trades Union Congress and the Labor Party, and through the various trade union organizations, has put forward a comprehensive economic and industrial program, has presented the workers with a sharp contrast from which they naturally draw their own deductions.

"It is clear that unless and until the Government is prepared to realize the need for comprehensive reconstruction on a democratic basis, and to formulate a constructive policy leading toward economic democracy, there can be at most no more than a temporary diminution of industrial unrest to be followed inevitably by further waves of constantly growing magnitude.

"Tinkering" Not a Satisfactory Remedy.

"The changes involved in this reconstruction must, of course, be gradual, but if unrest is to be prevented from assuming dangerous forms an adequate assurance must be given immediately to the workers that the whole problem is being taken courageously in hand. It is not enough merely to tinker with particular grievances or to endeavor to reconstruct the old system by slight adjustments to meet the new demands of labor. It is essential to question the whole basis upon which our industry has been conducted in the past and to endeavor to find, in substitution for the motive of private gain, some other motive which will serve better as the foundation of a democratic system. This motive can be no other than the motive of public service, which at present is seldom invoked save when the workers threaten to stop the process of production by a strike. The motive of public service should be the dominant motive throughout the whole industrial system, and the problem in industry at the present day is that of bringing home to every person engaged in industry the feeling that he is the servant, not of any particular class or person, but of the community as a whole. This cannot be done so long as industry continues to be conducted for private profit, and the widest possible extension of public ownership and democratic control of industry is therefore the first necessary condition of the removal of industrial unrest."

Of course, that document has been treated in various ways, according to the type of mind which reads it. That and other documents issued by trade union organizations have been met in some quarters of the capitalist press—not all. I am glad to say some have shown sense and sanity, and some have given constructive criticism, which we are glad to have and will make use of—but a section of the press seems to think they can destroy that sort of thing by virulent abuse of the most violent character. They overdid it and there is a reaction. The other day one of our weekly papers had a gross attack upon Robert Smillie, who is probably one of the best beloved leaders in our country. He was called a Bolshevist and all sorts of things like that. This is what happened:

I went down to a meeting in the East End and heard some of the very rough dock workers talking. One said: "I saw in the papers today that Bob Smillie is a Bolshevist and he is a follower of Lenine." "Oh," said the other, "if Lenine is anything like Bob Smillie he is a damned good sort."

The program on immediate reforms, of course, you probably know as much about as I can tell you. The movement for the shorter day is going on apace, and it is interesting to know that both the strongest organizations and the weakest section of the community are being helped. We have the great engineering and allied trades sweeping into their forty-seven-hour week by negotiation with the employers, and a very sweated trade like the women rope makers, many of whom are married and many of whom are elderly, have organized and are getting a minimum wage through the trade board method, and now have secured by negotiation a forty-seven-hour week.

I was very glad to see we are keeping neck and neck race with you in the classes of workers that are organized into the trade unions. We have our national organization of police officers. The psychological effect of that has been very immense, and in our processions and demonstrations, and in connection with our open-air meetings we find a brother and a comrade in the man in blue, always prepared to lend a helping hand when it does not interfere with his official duties.

A College Bed Makers' Union.

The latest recruits to trade unionism were the college bed makers in Cambridge and Oxford. These were women of sixty; they organized and demanded a living rate of wages from the Dons. We have also improved organization in the higher branches of the civil service employes, what I think you would call the Federal Employes. It is of immense help to us to get these men of ability and experience inside the trade union movement. Actors and actresses formed a strong trade union. They are protesting against certain very bad methods of employment. They have already secured great reforms, and they, too, are affiliated to the British Trades Unions Congress. We hope in the pageantry and the light and color of our conferences we shall have immense help from that branch.

We have a union of journalists. In our last Congress when we made a vote of thanks to the press for their courtesy during the week, we had the pleasure of having the reply made by a trade unionist. That national union has already proved its worth in protecting the integrity of the reporter. In our country we have the type of politician who, when he gets a little loose in his talk and says something a little indiscreet, throws it back on the shooulders of the press. The last time it was tried on the National Union of Journalists I took the matter up with vigor and demonstrated the integrity of the reporter, very much to the embarrassment of the politician.

Now I am coming to what I consider the most revolutionary structural change in our country. I rejoice in the great, splendid spirit of our trade union movement, I rejoice in the fact that the labor movement in our country has become economically and politically united, but I also rejoice that the trade unionist as a producer has not forgotten that he is a consumer, and so we have what we call the third wing of our movement, the great co-operative movement. In this third wing we have the union of forces between the Trades Union Congress and the great co-operative societies. The Trade Union Congress has entered into a very definite alliance with the co-operative movement. We realize that we must not only safeguard our interests in the House of Commons, but we must safeguard our interests in getting hold of the raw material and the processes of production.

We have in the co-operative societies 4,000,000 members; have a share and loan capital of $350,000,000; we have a trading turnover of $1,125,000,000; a net surplus of $90,000,000, and a wage bill of $60,000. We pay not only the highest trade union wages but in excess of trade

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Justice-Education is Best Bomb Remedy.

Justice and education is the best bomb remedy, summarizes American Federation of Labor Secretary Frank Morrison's comment on the attempt of a bomb thrower who was killed in an attempt to destroy the life and wreck the home of United States Attorney General Palmer, in Washington.

In reply to a local newspaper's request for a comment on this outrage Secretary Morrison said:

"This attempted destruction of life and property should cause calm reflection, rather than hysteria, on the part of every American.

"I can understand why the nihilist of Russia used bombs, but this method can have no place in American institutions. And when it is used it is our patriotic duty to inquire why.

"For years the trade union movement has urged the restriction of immigration, but the workers were opposed by steamship companies, the steel trust and other employers of labor who stimulated immigration at the rate of 1,000,000 persons a year.

"Many of these immigrants were herded in large cities or other industrial centers. They were encouraged to use their own language and to perpetuate traditions of their mother country. At election time, in innumerable instances, they were voted en bloc, and if they would organize a trade union, or suspend work to stop exploitation, they were enjoined, clubbed and jailed. This is an old story in West Virginia, Colorado, Pennsylvania and elsewhere.

"What can Americanism mean to those people? They do not even understand our language. To them Americanism means a petty boss and low wages. They know nothing of our theory of government.

"This country is now reaping the result of its immigration policy—or lack of policy—during all these years.

"Bomb throwing is always a challenge to organized society, and should be met in that spirit. But the question must be traced back to its root and treated accordingly. Americanism must be more than a shibboleth. It must mean education, opportunity and social justice for all. We must vitalize our declarations and our beliefs that injustice has no place on American soil.

"In this soil, bomb throwing will wither and die."

Economic Power Won.

The Textile Worker says: "The 48-hour work week in the textile industry is now an accomplished fact, with the exception of a few spots here and there, particularly in the Southern States where they have come down half way from 60 hours per week to 54 and 55 hours per week; and it is only a question of a short time when, through the economic power of the United Textile Workers of America, backed up by public opinion, the 48-hour work week for textile workers will be universal all over the country."

Immediately on having determined the fact that the shorter hour work-day had been secured, a demand for an increase of 15 per cent. in wages was issued by the United Textile Workers, and notices sent to all manufacturers in the New England States. Realizing that a determined fight would probably follow a refusal to grant the demand, the manufacturers posted notices, which were widely circulated by the daily press, that they had voluntarily granted an increase equalling that asked by the United Textile Workers.

People Not Eating Meat.

It has been found that American families have reduced their meat eating because of high prices and now the American Meat Packers' Association predicts a reduction in prices. "It is thought that the consumption of beef may be greatly increased," the statement says.

A few weeks ago the packers' association announced that the depletion of Europe's herds would necessitate continued high prices in this country, but the packers find that people in their own country can not afford meat, so we are told that "cheaper, grass-fed cattle" are coming into the market and that this will make lower prices possible—when the retailer lowers his present stock.

It must not be understood, however, that prices will take a very pronounced drop, as it is stated that present conditions will "hold meat prices above normal."

A. F. of L. Year Book Tells Labor's Story.

The American Federation of Labor Year Book, authorized by the Baltimore and Buffalo conventions has been placed on the market. It is over 500 pages and is a history of the American trade union movement and is also an encyclopedia and record, in condensed form, of every important action considered in the 38 conventions held since the organization of the American Federation of Labor in 1881.

The work was compiled by William C. Roberts, writer on economic questions, and member of the Chicago Typographical Union. In his foreword Mr. Roberts says:

"While each subject is briefly treated, the intention has been not to omit anything that would prevent a thorough understanding of every principle. When it is known that there are 8,000,000 words in the 38 proceedings that had to be reduced to about 400,000 it will be seen that the work has been difficult. The rule followed was to use the official language of the conventions. The belief was that it should be an American Federation of Labor book, not the work of any individual or group of individuals. The real authors are the delegates to conventions, extracts from whose resolutions and speeches are printed literally, but in condensed form."

Other features of the book include the reconstruction program of the American Federation of Labor, complete list of the American Federation of Labor officers and convention cities, history of American Federation of Labor departments, list of affiliated national and international unions and railroad brotherhoods and present and first

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Work or fight has been adopted as a motto by the Hungarian Socialist government which has introduced legislation to make the living on annuities and other "unearned" incomes on the part of persons capable of work a legal offense.

That workers should have the right of combining in order to protect their own interests is the expressed opinion of the British Y. W. C. A. With the approval of the national executive committee, the social and legislative department of that organization has issued a statement in support of that position, especially as regards the working woman, and a special invitation to accredited respresentatives of trade unions to address meetings in the association's canteens, clubs and hotels with the same freedom as other speakers.

A conference was held recently at Milan, Italy, of the Socialists who left the official organization of the Italian Socialist party in order to support the intervention of Italy in the war. Resolutions were passed providing for an organization with the object of substituting "Mazzini's humanitarian and educative principles for Marx's egoistic conceptions." It was declared that the Italians of Spolato and Zara must not be abandoned, and that the Bolshevism of the official Socialist party must be defeated. It is suggested that the new party, which calls itself the "Trincerista," or "Comrades of the Trenches," may have some influence on the elections.

In a recent statement in the French Chamber of Deputies, M. Loucheur, Minister of Industrial Reconstruction, described the efforts of the Government to remedy unemployment and restore normal economic conditions. He called for the co-operation, industrial and financial, of all the manufacturers and tradesmen of France, and explained that the industrial enterprises which were being conducted by the state would not be allowed to result in any injurious competition with private enterprise. State-owned war factories were already, he announced, being converted into repair shops, locomotive works, factories for the production of telephone and telegraph appliances, etc.

To what lengths panicky governments will go in their fear of persons who because of their nationality, may be suspected of being Bolsheviks, appears from the following news story appearing in the London Call: "The treatment meted out by the British Government to the Russian refugees domiciled in this country constitutes a disgraceful episode in the degeneration of British policy which marked the whole of the special regulations made during the war. It would seem that our government class really tries its hardest not to live up to some of the best and fairest traditions of Englishmen in days gone by. The flagitious alliance with Tsarism is still in operation in the sense that though the war is over and all possibility of danger from a few helpless foreigners is removed, all civil rights are arbitrarily set aside by our authorities in its dealings with Russian workmen."

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Anderson, Frank	Jacobsen, John
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Andree, E. A.	Johansen
Andersen, Axel	Johannson, N. A.
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Brandes, W. M.	Johnson, J. E.
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Sanders, Chas.	Yeaman, W. E.
Stromberg, A.	Zunderer, Heo

INFORMATION.

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal.

I have been informed that a number of attorneys have requested members of the crew of the S. S. "Abangarez" to file claims for salvage services rendered to the bark "Ninfra." For the information of such seamen, it might be said that a settlement has been effected in the sum of $50,000 through an arrangement made by me as representative of a few of the crew, with the attorneys for the owners of the 'Abangarez." It is agreed that the crew shall receive one-fourth of the award, about $12,500. All the crew need to do to get their money is to apply to the owners. Members of the union applying here can get their funds without any charge whatsoever for services rendered by this office. S. B. AXTELL, 1 Broadway, New York, N. Y. 6-18-19

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Pacific Coast Marine.

Marine Engineers' Beneficial Association No. 35, on behalf of the entire Pacific Coast membership, has served notice on the local shipowners and operators that they had voted to terminate their working agreement on July 23.

Captain E. L. Whitney of Mobile, who has purchased more sailing ships here during the past year than any other individual or concern, has added the barkentine "S. G. Wilder" to his fleet. The vessel, which is now en route to Callao, was owned by George W. McNear.

Following the receipt of advices from Seattle that Skinner & Eddy had placed an order for 16,000 tons of steel which will be used in the construction of four new steamers for their own account, it is rumored that one or more of the local shipbuilding plants may take the same action.

A protest is being formulated by yachtsmen, launchmen and others plying craft in San Francisco Bay against the practice of ships cleaning out oil tanks in the bay. There is a regulation against this but the Harbor Board does not appear to try to enforce it, and shipping men are going to ask the Harbor Board why.

The hulk of the former Key System ferry steamer "San Jose" has been sold and will be rebuilt and converted into a ferry vessel to be operated between Rodeo and Vallejo. The craft will be towed to Vallejo, where the work will be done. The hull is badly burned, but with repairs will be stanch again. It is expected the original engines will be fixed up and used.

The China Mail Steamship Company has received advices that the liner Nanking, requisitioned by the government for the bringing of wounded Czecho-Slovak troops from Vladivostok to America, is en route to San Diego with 1140 passengers, all but sixty-two of whom are Czechs. It is understood that the wounded men will be given treatment in the South before being sent overland to an Atlantic port for the final sea trip to Czecho-Slovakia. After discharging at San Diego the Nanking will return to San Francisco and renew her regular run to the Orient.

An interesting race is being staged between four vessels now en route from Seattle for a port of Norway. The vessels concerned are the "Mount Hamilton" and "Mount Shasta," both of them auxiliary schooners, and the schooners "Mount Whitney" and "Mount Hood." The quartet of craft belongs to Norwegian parties and each carries 1,500,000 feet of lumber, loaded on the Sound. Each is 2400 tons deadweight. Although many believe that the sailing ships have little chance to win out, there are a number of mariners here who are of the opinion that with favorable wind the windjammers will come in for first money.

More than 200 fishing boats, including a small fleet of purse seine craft, are operating out of San Diego in the tuna catching trade. A large number of the boats hailed from San Pedro. Northern tuna canneries have established floating clearing houses in the harbor, where the daily catches are dumped, weighed and then taken to San Pedro and Long Beach by tenders. This permits the fishing boats to operate practically every hour that the tuna are running in large schools and eliminates the 100-mile run up the coast to the canneries. The boats each have been bringing in an average of half a ton a day. Fishermen are paid $125 a ton this season for albacore or tuna, delivered at the wharves or floating clearing houses.

Threatening an increase in fire insurance rates along the San Francisco water front, the Board of Fire Underwriters of the Pacific has sent a protest to the San Francisco Board of Supervisors against the discontinuance of the fireboats in the harbor. The annual expense of maintaining the fireboats is $50,000. This item has been cut from the budget owing to the fact, according to Supervisor Ralph McLeran, chairman of the Finance Committee, that in the last year the boats were called out for only a few hours and worked on the east side of the bay a great deal more than on the San Francisco side. Years ago, it was pointed out, the State made a gentleman's agreement with San Francisco to pay half the expense of the fireboats through the Harbor Board. This was never done, says McLeran. E. F. Mohrhardt, secretary of the Board of Underwriters, called attention to the fact that when fire insurance rates along the water front had been fixed proper recognition was given of the presence of the fireboats, and if they are to be discontinued, he says, a readiustment of insurance rates affecting all water front properties and shipping must ensue.

Stockton, Cal., has won a magnificent victory in its fight to secure deep water to the sea. The Rivers and Harbors Board of Army engineers has ordered the detailed survey for widening and deepening Stockton channel so as to give the city deep water to the sea. This is the information conveyed to Stockton in telegrams from Mayor A. C. Oullahan and Congressman Charles F. Curry. It is the biggest piece of news that Stockton has received in many a day. It means that one more important step has been taken along the road which must be traveled before large oceangoing ships can dock in "Port Stockton." The survey ordered by the Army engineers was recommended by Colonel L. H. Rand, in charge of rivers and harbors for the War Department on this Coast. When the recommendation came before the engineers at Washington, D. C., they turned it down. The Stockton Chamber of Commerce, which had charge of the fight, petitioned for a hearing. Congressman Charles F. Curry came to Stockton's aid and succeeded in gaining the consent of the Board of Engineers to give Stockton a hearing on the project.

A complete reorganization of San Francisco water front facilities for handling the men and supplies incidental to the proposed enlarged Navy fleet for the Pacific will be arranged by the State Harbor Commissioners. Instead of depending upon the private floats controlled by the launch concerns, the Navy proposes to have facilities for landing and embarking the thousands of men who will travel between ship and shore. Facilities for handling ship supplies will also be needed. That ample provision for the Navy will have to be made is apparent from the fact that when the proposed fleet assembles at San Francisco there will be about 100 vessels of all classes, including six superdreadnaughts and numerous battle-ships, cruisers, torpedo-boat destroyers, submarines, colliers and other craft. It is estimated that there will be about 25,000 men in the fleet, and a fair share of these will be enjoying shore leave. Navy officials propose to have their own system for handling the men. Landing quarters and space assigned must be central and as near Market street as possible. To meet this demand it will be necessary to shift some of the commercial assignments to points farther from the Ferry building. The plans of the Harbor Board will be submitted to Admiral Jayne for approval before being announced.

The Division of Operations of the United States Shipping Board is preparing to place upon the market the radio apparatus which it had installed on 200 requisitioned ships. Some of these vessels have already been returned to the owners from whom they had been requisitioned upon our entrance into the war, and others soon will be turned back. The plants had been purchased from the Marconi Company and are no longer needed by the Division of Operations, as new apparatus is on hand and ready for installation on vessels that are being built for the Shipping Board. The Navy Department has strongly recommended ownership of radio plants by shipping companies, rather than the rental of the plants from radio companies. Concurring in this view the Shipping Board holds there is no logical reason why the radio plant should not be considered as much a part of the ship as the engine, dynamo, or any other part of equipment. It is therefore following the example of the Navy in owning the radio plants installed on its ships. A large number of representative shipowners have taken the same view and are offering to buy the plants which they had formerly rented from the radio company. The Shipping Board has recommended to Congress that all vessels under the American flag be required to carry adequate radio equipment.

Shipping men and representatives of the various California Growers' associations will request the United States Shipping Board to allocate a fleet of refrigerator steamers for service on the Pacific between this port and China. Data to accompany the request will show that the use of refrigerator ships in the transpacific service will make California more prosperous, because the Orient is waiting to consume immense quantities of the State's fruits. In return, China and Manchuria will send back in the refrigerator ships frozen beef, eggs, poultry and other products that are at this time adding to the high cost of living here. Members of the Foreign Trade Club, importers, exporters and others who are active in securing these vessels, have proceeded to interest the producers of the State after investigating consular reports received here during the past year. Among the organizations whose support has been promised are the California Prune Growers' Association, California Citrus Growers' Association, California Associated Raisin Association, California Peach Growers' Association and others. If necessary, special representatives will be sent to Washington to confer with the heads of the Shipping Board. According to the consular reports received during the past year millions of pounds of the best quality beef produced in the province of Shantung could not find a market although the world has been crying for meat, and it is affirmed that enough poultry and eggs could be imported from Manchuria and China to bring the price down to a reasonable basis.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 2, 1919.

PEACE AT LAST!

On Saturday, June 28, the world war, which lasted just thirty-seven days less than five years, was formally declared ended. Germany and the allied and associated powers signed the peace terms in the same magnificent hall where the Germans humbled the French so ignominiously forty-eight years ago.

By the terms of the treaty, which the German delegates were so reluctant to accept, Germany will restore to France, to Denmark, to Poland, and to Belgium those territories which represent various successes of Prussian armies in wars of aggression extending from the time of Frederick the Great to the hour of William II. By these changes Germany will lose upwards of 30,000 square miles, with seven millions of people. She will become in area smaller than Spain; and in addition East Prussia will be divided from the bulk of German territory by the famous Polish "corridor" to the Baltic.

In addition to territories directly returned to the nations from which they were taken by force, France will receive a fifteen-year mandate for the Saar coal region which may become her permanent possession if the inhabitants of the district so elect fifteen years hence—and Danzig becomes a free city within the Polish custom area. A plebiscite will also determine the ultimate disposition of portions of East and West Prussia, and the transfer of Schleswig to Denmark will be conditional upon a similar vote.

As a whole, Germany loses an area five or six times as large as France lost in 1870, with a population approximating that of Belgium when war broke out.

On the military side, Germany is required to reduce her armies to 100,000 with 4000 officers; to abolish conscription and to surrender all but an insignificant portion of her fleet. A sentence of death is thus passed upon Prussian militarism, limited only by the capacity and willingness of the Allies to enforce these decisions. For fifteen years Allied armies will occupy portions of German territory between the Rhine and the French and Belgian borders, all evacuation to be conditioned on performance by Germany of the terms of the treaty.

But it is the economic aspect of these terms of peace which strikes the hardest. Actually Germany loses her whole mercantile fleet. Then we compel her to build ships for an indefinite period of time to transfer to her conquerors. We take from her all of her iron, much of her coal, and a considerable percentage of her phosphates, in restoring lost provinces to Poland and to France. We take from her many hundred thousand head of cattle, together with some of her richest agricultural districts. We provide that she shall in principle pay for all destruction she has done to property and lives of civilians in the war, and we fix twenty-five billions of dollars in three instalments as the first payment on account, with responsibility to pay more in future. There are many other details, intricate but all converging upon the same point. Actually for fifteen years, at least, Germany will work for the nations she attacked, while their armies will occupy the portion from whence she drew materials which made possible her great economic development in the last half-century.

The foregoing is necessarily but a mere summary of the price Germany will have to pay. Of course, the question uppermost in the minds of common folks everywhere is: Will this treaty of peace and the accompanying covenant of the League of Nations really end wars?

Two of America's most distinguished men in public life, each with a splendid record for service to labor and to humanity generally, take directly opposite views upon this issue.

President Wilson in a formal statement urging the American people to accept the treaty "without change," says:

> The treaty of peace has been signed. If it is ratified and acted upon in full and sincere execution of its terms, it will furnish the charter for a new order of affairs in the world. . . . It liberates great peoples who have never before been able to find the way to liberty. It ends, once for all, an old and intolerable order under which small groups of selfish men could use the peoples of great empires to serve their ambition for power and domination. It associates the free governments of the world in a permanent league in which they are pledged to use their united power to maintain peace by maintaining right and justice.
>
> It makes international law a reality supported by imperative sanctions. It does away with the right of conquest and rejects the policy of annexation and substitutes a new order under which backward nations—populations which have not yet come to political consciousness and peoples who are ready for independence, but not yet quite prepared to dispense with protection and guidance—shall no more be subjected to the domination and exploitation of a stronger nation, but shall be put under the friendly direction and afforded the helpful assistance of governments which undertake to be responsible for the opinion of mankind in the execution of their task by accepting the direction of the League of Nations. It recognizes the inalienable rights of nationality; the rights of minorities and the sanctity of religious belief and practice.
>
> It lays the basis for conventions which shall free the commercial intercourse of the world from unjust and vexatious restrictions and for every sort of international co-operation that will serve to cleanse the life of the world and facilitate its common action in beneficent service of every kind. It furnishes guarantees such as were never given or even contemplated for the fair treatment of all who labor at the daily tasks of the world.

Senator Hiram W. Johnson, former Governor of California, in an address just delivered at New York, is equally positive in his assertion that the peace treaty does not give us "a league of nations to prevent war."

To the contrary, Senator Johnson says:

> The proposed League of Nations is a league of armed nations in a gigantic war trust. In its very creation it had been stripped of every idealistic purpose it ever had. It contains within itself the germs of many wars, and, worse than that, it rivets, as in the Shantung decision, the chains of tyranny upon millions of people and cements for all time unjust and wicked annexations. It is a trust of existing present power. It will never prevent war; it will sanctify power in a new, a terrible and a sinister sense. . . .
>
> In a word, this league means that American boys shall police the world; that all the tottering nations of the earth shall be upheld by our blood and our bone; that Europe, Asia and Africa may draw upon us in their every dispute and quarrel; that our Nation will be at the mercy of Europe and Japanese diplomats who never had and never will have any sympathy with our aspirations or our ideals; that we, with our glorious past, shall guarantee the territorial integrity of every country on earth and the bondage of every suffering people in anguish begging for freedom; that we destroy our Monroe Doctrine and submit controversies on the American continent to determination by foreign powers.

Truly, Senator Johnson paints a gloomy picture of "peace."

Between the optimistic utterances of President Wilson and the pessimistic predictions of Senator Johnson there is indeed a gulf so wide as to be almost unbridgeable.

In the meantime the American Federation of Labor Convention, although not in possession of the final treaty draft, has by a practically unanimous vote approved the proposed covenant of the League of Nations. Yet, so far as officials at Washington know, the peace treaty will not even now be made public although it has been signed. The State Department has no instructions to publish it and does not intend to do so unless President Wilson directs.

It is believed that the President's first act probably will be to send the document to the Senate and it would be counter to custom if the Senate itself published the treaty before it acted upon it. The movement, however, to conduct the Senate debate in open, instead of executive sessions, may bring about early publication.

But whatever may be the ultimate fate of the League, the greatest, bloodiest, most devastating and costly conflict in human history is formally at an end.

America entered the war in response to the repeated defy of Prussian militarism. American labor supported America's entry in the war because that which stands for militarism has been the curse of Labor throughout all ages. Militarism has never been to Labor's interest. And always, in the final analysis, Labor's interest has been the interest of the common people of all nations, who for centuries have been the poor, betrayed pawns of the rulers and the ruling classes. League, or no League, when the power of Labor is sufficiently established wars of aggression will automatically cease, because there will be no more soldiers to fight in them.

It is to the interest of Labor—and, again, to the interest of civilization—that the working men of all nations shall recognize one another as brothers, and shall peaceably join in the common task of advancing the welfare of all working people everywhere.

For such reasons as these, by the very charter principles, Labor is the strongest single force now making for peace. It realizes the value to humanity of the mag-

nificent idealism as expressed by President Wilson's fourteen points, and it stands ready, with all its strength, and with all its devotion, with all its passion for universal brotherhood, to help to carry those ideals into final fulfilment.

A "DEMOCRATIC" SCHOOLSHIP?

Captain Irving M. Evans, chief of the sea service bureau of the United States Shipping Board has been visiting along the Pacific Coast.

In an interview on the proposed California State Training School for Seamen Captain Evans is quoted as saying, among other things, that a State schoolship could not be a democratic affair and that the needs of the country's merchant marine would be best served if there is no duplication of efforts by the State and National governments.

John H. McCallum, president of the San Francisco Harbor Board, who is associated with Governor William D. Stephens and E. B. Clarke in the management of the proposed training school, takes issue with Captain Evans and says:

We certainly mean to be democratic and not make this a California affair exclusively. We intend to accept boys from all of the Western States.

We have held a meeting at which there were representatives from the University of California, the City Board of Education, both branches of the Shipping Board, the Pacific American Steamship Association, and all agreed that we are doing the right thing to start this training of raw material to become officers of the deck and engine room departments of the merchant marine.

It is true that the $50,000 that will be at our disposal for two years will not suffice, but we believe that this will be supplemented by private subscriptions. California took the matter up on the direct suggestion of Congress and Washington. The government is certainly in favor of the project and believes that we can assist materially in providing the right kind of men for the merchant marine.

The JOURNAL is not particularly concerned in the quarrel between Captain Evans and Mr. McCallum. It does seem, however, that a gentle admonition for Mr. McCallum is quite in order. If we are to have a semblance of democracy in the management of the State schoolship would it not be eminently appropriate to call into his council one or two representatives of the organized seamen? Everybody interested, including the shipowners, seems to have been invited; everybody except the seamen, i. e., the men who know most about the essentials of sea training.

It is of course possible but highly improbable, that an exclusive dry land committee will make a success of a salt water affair. But for appearances sake, if for no other reason, one or two plain, practical men with real seafaring experience ought to be added to the list of advisors.

On the very day when the American Federation of Labor convention was resoluting against the injunction judges, one of that species, Federal Judge Killits of Toledo, Ohio, calmly ordered the confiscatin of an entire issue of a labor publication, known as the New Voice. Later, when the editor announced in court that he "stood pat" on whatever appeared in the paper "his honor" declared his intention to sentence this rebel to the penitentiary. Under the system in vogue this is the established procedure. An American injunction judge is the accuser, the jury and the executioner, all rolled into one august being.

THE SEAMEN'S ACT.

The "New Republic" of New York Calls Attention to Fact That Furuseth's Prophecy Is Being Fulfilled.

Some statistics which the Shipping Board has just published make it possible to test out a bold and striking theory which the framers of the Seamen's law put on our statute books four years ago. The statistics are contained in a report of the Marine and Dock Industrial Relations Division of the Shipping Board, a division which, under the capable direction of former Governor Bass of New Hampshire, has been able to combine to a notable degree the rapid judgment and prompt action essential in labor administration during war, with a far-sighted thoroughness which will count for much in the coming times of peace. The statistics are carefully and conservatively presented, without a suspicion of bias. They tend strongly to prove that the theory embodied in the Seamen's law is sound and that in this respect the law has been an aid rather than a detriment to American shipping.

Andrew Furuseth, President of the International Seamen's Union of America, and the man who persuaded Congress to pass the Seamen's act, had for twenty years been preaching the theory of the international equalization of seamen's wages. The theory is a simple one. Unless in some manner restrained, a seaman will normally leave a ship which pays low wages whenever it puts into a port in which higher wages prevail. To keep him, the ship with the cheap crew will need to raise its scale of wages to the level prevailing in the port. Hence the natural tendency of seamen's wages is toward equalization, regardless of flag or trade. But countries accustomed to a lower standard of life have interfered with this normal tendency by making it a penal offense for a seaman to leave his ship in a foreign port, and the United States has aided and abetted these countries by entering into treaties which bind the American authorities to arrest deserters from foreign ships and compel them by force to serve out their terms at the low wages of the foreign flag. This policy has made it possible for ships of European flags to shield their inferior standard of living from the higher standard in American ports, and by cheapenss of operation to underbid the American shipowner and drive him off the seas. Mr. Furuseth's remedy was to repeal the laws and abrogate the treaties which penalize desertion in American ports, and to finance the deserter's search for a new job by giving every seaman in port a right to demand one-half the wages then earned. As a result, every foreign ship touching an American port would face the alternative of raising its wages or losing its crew, and the American standard of life would in time dominate the commerce of the world.

Furuseth's prophecy has in fact come true. In 1911, the last year for which official statistics were available, British wages for seamen and firemen ranged from $20 to $25 a month, while American wages ranged from $30 to $50 for the same employment. Wages of other European maritime nations were even lower than the British. By the end of 1918, the American rate had risen to $75 a month for both seamen and firemen. To compare this rate with wages of foreign ships in the same trade, Governor Bass's assistants examined the shipping articles of a large number of foreign ships clearing from New York in the month of December, 1918. England is of course our most important competitor. Of the twenty-one British ships whose shipping articles were analyzed, seven had hired all or a part of their crews in New York, and of these seven all but one were paying the American rate of $75 a month. The other fourteen had hired their crews in England, and were paying the British rate, namely $57.50 for seamen, and $60 for firemen plus a bonus in each case of $15 a month—a total wage of $72.50 for seamen and $75 for firemen.

Norway is the next most important competitor. On each of the eight Norwegian ships clearing in December both seamen and firemen were paid the American scale in dollars. Of the six Danish vessels four paid the American rate in dollars. Of the four Swedish ships analyzed, three paid the American rate in dollars; the two Danish and one Swedish vessels which paid wages in kroner paid a wage which, at par of exchange, would equal about $21, plus a bonus ranging from 120 to 140 per cent.

Two conclusions may be drawn from these figures. Great Britain, our principal competitor, has been forced to raise her wage scale virtually to the American level. The Scandinavian countries, which have not yet raised their wage scale to the American level, have in fifteen out of eighteen cases analyzed, been compelled either to ship American crews at American wages, or to re-ship their own crews at American wages. The American wage scale does, in fact, appear to dominate the commerce of the world.

The result has been to place American seamen and American shipowners in a better position than any they have occupied since the Civil War. Wages have increased, not only abso

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., June 30, 1919.
Regular weekly meeting came to order at 7 p. m., William Miller presiding. Secretary reported shipping good.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., June 23, 1919.
General conditions unchanged. (See Vancouver report.)

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., June 23, 1919.
Situation unchanged. General sympathetic strike still on. Please stay away from British Columbia.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 23, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, June 23, 1919.
Shipping fair.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 23, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, June 23, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, June 23, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 16, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., June 26, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, June 19, 1919.
No meeting. Shipping fair.

LEONARD NORKGAUER, Agent.
Grand Trunk Dock, Rooms 203, P. O. Box 214. Phone 2233.

San Pedro Agency, June 18, 1919.
No meeting. Shipping good. Few members ashore.

JOE MACK, Agent.
No. 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

One of the most promising signs of the times is the wonderful progress of the movement for the organization of the teachers in the public schools. For the past two months a charter for a union has been issued every other day and the agitation has only begun. That teachers should have an intelligent understanding of the trade union movement and be in sympathy with it means much for the future.

A chemical for preserving art objects in good condition has been devised by Dr. Chickashige, professor of the Kyoto University. It has proved very effective in protecting wall pictures and other fine arts.

OUR CONVENTION LETTER.

(By Laurence Todd.)

In its second week, this Thirty-ninth Annual Convention of the American Federation of Labor has:—

Voted almost unanimously to accept the labor clauses of the League of Nations covenant.

Upheld the Plumb plan for public ownership and democratic control of the railroads.

Demanded, unanimously, the dismissal of Postmaster General Burleson from office.

Called for a new and fair trial for Mooney and Billings.

Insisted that the Espionage Act and similar laws limiting free expression be repealed as soon as the peace treaty is signed.

Asked that troops be brought out of Russia, but refused approval of any existing Russian Government.

Adopted a broad program of reconstruction measures proposed by the Executive Council.

Pledged resistance to injunctions issued in violation of constitutional rights of the workers, and demanded impeachment of all judges who may usurp power to nullify legislation or dictate to citizens in violation of law.

Bitterly denounced Congress for its neglect and refusal to enact laws beneficial to the workers, and for its apparent desire to serve only the holders of wealth.

Demanded that farms be provided for returned soldiers and displaced war workers under the life-lease plan developed by the Department of Labor; opposed the giving away of speculative title to public lands henceforth.

Ratified its previous political policy, without debate.

Called upon Congress to appropriate as much money for the Department of Labor, which serves the workers, as for the other governmental departments which serve business.

Demanded immediate reognition of the "existing Republic of Ireland."

Voted for exclusion of all immigration from Europe and Mexico for a period of several years.

Repeated its demand of last year for the removal of Governor Yager of Porto Rico.

Gave the Mule Spinners and Lace Operatives until September 1 to amalgamate with the United Textile Workers.

Called conference of Mining and Building Trades departments with the Steam Shovel and Dredgemen, the Steam and Operating Engineers and the Longshoremen, to carry out amalgamation of Steam Shovel and Dredgemen with Steam and Operating Engineers.

Instructed Executive Council to make further efforts to settle jurisdictional trouble between the United Hatters and the United Cloth Hat and Cap Makers.

Same action with reference to the Flint Glass Workers and the Machinists.

Ordered Jewelry Workers to give up die-makers to the Machinists and metal polishers to the Metal Polishers and Buffers.

Rejected all proposed changes in form or method of organization, or for making agreements expire on the same day each year, or for making May 1 the date of Labor Day.

These are only some of the chief points touched upon in five days crowded with every variety of business which may come before a labor convention. As these lines are being written the delegates, wearied with yesterday's long struggle over the League of Nations issue, are gathering again for the election of officers and the selection of a convention city for 1920. A large number of resolutions have still to be acted upon — the most important being that which deals with the campaign to organize the iron and steel workers—but these will be disposed of rapidly when the election is out of the way.

Monday's session opened with the report of the special committee which had seen Postmaster General Burleson in Washington and had secured his unconditional recognition of the right of the telephone employes to collective bargaining. Flaherty and Gainor of the Postal Employes and the Letter Carriers expressed deep distrust of the "surrender." The committee pointed out that it had not been instructed to deal with the strike of the telegraphers or the disputes involving the postal workers. Later the convention adopted resolutions demanding the dismissal of Burleson and calling for wage increases, better conditions and the abolition of speeding-up schemes for the postal service men.

"In the report of the committee," said Flaherty, on the dismissal resolution, "I see the early termination of the régime of this administrative misfit. By the mere recitation of the long list of his offenses against labor the Postmaster General stands revealed before the people in all his smallness, in all his meanness, in all his bigotry, a man unfit to hold public office."

On the League of Nations issue the debate was largely a contest between Andrew Furuseth of the Seamen on the one hand and President Gompers and Delegates Green and Walker of the United Mine Workers on the other. Furuseth argued that the labor section provides an industrial code which does not improve the conditions of American labor, and because America will be in the minority in the international labor commission the result will be to hold back the further improvement of the conditions of labor in this country. He showed that American proposals forbidding slavery and involuntary servitude, and providing that sailors leaving their vessels in a safe harbor should not be punished for so doing, were voted down in the labor commission in Paris.

President Gompers, in turn, showed that while the American proposals were defeated in almost every case, he had refused to sign the draft of the labor plan until it was modified to meet his view of what was at least safe for American labor. He read cablegrams from President Wilson approving the labor section as finally approved by the peace conference. He agreed with Furuseth that Premier Borden of Canada had weakened the draft by inserting the word "merely," in the first of the nine principles for labor, so that the language reads "Labor is not merely a commodity or article of commerce." But he appealed to the delegates to realize that this labor section of the League covenant was a vast improvement over anything that had ever before existed; and that organized labor could use it to steadily improve labor's condition in every country. This view was endorsed by Green and Walker, and the delegates answered the call of the roll by approving the League of Nations covenant by about 28,000 to 400.

Delegate McNulty of the Electrical Workers, leader of the Irish independence advocates in the convention, secured the adoption of an amendment which provided that "Nothing in the League of Nations as endorsed by this convention can be construed as denying the right of self-determination and freedom to Ireland." Previously, when the committee had reported in favor of self-determination for Ireland but had failed to call for recognition of the Irish Republic, Delegate Mahon of the Street Railway Employes had amended the report by demanding a hearing from De Valera, Griffiths and Plunkett before the peace conference, and McNulty had aroused the delegates to a storm of applause by offering a further amendment demanding that Congress recognize at once the existing Republic of Ireland.

Action upon the Mooney case was taken only after a full discussion during which W. B. Patterson of the International Workers' Defense League was given permission to talk. The committee recommended "that the Executive Council be instructed to give their early attention to the devising of such practical ways and means as will aid in securing a new trial to Thomas J. Mooney, and also the presentation before the court of the testimony and evidence presented since the trial, the character of which has created the belief that a most grave miscarriage of justice and perjured testimony were responsible for the conviction and sentence."

It also recommended that the convention censure the Defense League for attempting to poll the membership of the internationals, without their consent, on a sympathetic strike, and it declared its belief that "an attempted general strike would seriously injure the effort to secure a new trial to Thomas J. Mooney and accomplish much harm to his interests."

Delegates Deutelbaum of Detroit, Grow of the Machinists, O'Donnell of Boston, Strickland of Portland, Duncan of Seattle and Sullivan of Salt Lake City urged vigorous action or opposed the committee's criticism of the Defense League. Secretary Frey of the committee and Delegate Murphy of San Francisco answered. Patterson declared that the Defense League had no apologies to make to anyone for taking a strike vote which the internationals had failed or refused to take. Deutelbaum and Duncan of Seattle stated that their cities had voted to strike on July 4 in Mooney's behalf.

On the railroad question the convention instructed the Executive Council to cooperate with the organizations representing the railway employes in carrying out the so-called Plumb plan, which provides for Government ownership and democratic control, in which the wage-workers in the industry will hold one-third of the power.

Resolutions demanding legislation from Congress and from the State Legislatures that will abolish profiteering in the necessaries of life, and resolutions calling for the breaking of the meat packers' monopoly of the nation's food supply, were adopted. Organized labor voiced its demand for a voice in the policy of all school boards,

library boards and other bodies controlling the policies of education, in order that the viewpoint of the workers toward economic issues may be fairly presented in a field where thus far its opponents have been almost exclusively represented. A large number of resolutions dealing with conditions of labor or individual disputes were disposed of in the same spirit—a determination that the rights of the workers in the United States and Canada must be conceded and respected with less of delay and objection than was the rule before the war.

A proposal from Seattle that all internationals be asked to amend their laws so that a referendum or initiative vote might be taken on any given proposition by their membership simultaneously, was defeated. The committee held that while the labor movement in America is the home of the initiative and referendum, this weapon is dangerous to the life of the movement, "because it permits action before consideration," and because local appeals may stampede large numbers of workers into action which they will regret later. The minority led by Grow, Deutelbaum, Sullivan of Salt Lake and Duncan of Seattle, defended the resolution in vain.

On the issue of a Labor Party the report of the Executive Council was upheld. This endorsed the statement of President Gompers that "a great mistake may be made, a great injury inflicted upon our fellows," by the creation of such a political organization. Illinois delegates stated privately that this action would have no effect upon the Labor Party of Illinois, and they quoted the committee's report which says: "While local and central bodies and State federations may enter into the political field, either independently or otherwise, it is not within their province to form or become part of a national political party."

The demand for repeal, at the conclusion of peace, of all laws restricting freedom of speech, of the press, and of assembly, was voted without any opposition. However, the convention upheld the committee in refusing to ask for a general political amnesty. It held that while some of the men convicted under the espionage law, or for industrial crimes, deserve pardons or commutations of sentence, many others deserve the sentences imposed.

In general, this convention held to the established lines of the American Federation of Labor. It demanded more for the workers—in economic and political and social freedom—than ever before. It offered to the nation more of responsibility for the maintenance of our institutions of government. It welcomed the new era in which labor of all the nations will have a voice in determining the policy of all nations toward not merely the workers but all classes and all mankind.

SEA FOOD AND GEOGRAPHY.

The ocean literally teems with food. The man who declared that humanity is a race of herring catchers might have overstated the case, but that the sea abounds in food fishes and fishes fit for food is well known. As soon as we begin to study the subject of ocean fisheries, however, we come up short against the fact that what we really know about the inhabitants of the sea is startlingly limited. It was not so long ago that the fishermen of the North sea believed that whales brought the herring in toward shallow water—a conclusion they reached from the observation that schools of herring are frequently found in the vicinity of spouting whales. In 1906 there was a failure of the herring fisheries, and the fishermen blamed the situation on the Norwegian whaling vessels operating in that region. Likewise, it is still a moot question whether or not modern fishing methods tend to deplete the supply and whether artificial propagation of sea fishes is a sufficient counter-measure. A few years ago a British commission measured the intensity of fishing operations in the North sea. Trailing bottles were set adrift, and it was found that more than half of them were recaptured. In certain localities they were captured at a rate that indicated 90 per cent. retaken each season. Marked fish yielded largely similar results, and the conclusion was that food fish of adult size had at least three to one odds against its getting through the year uncaught. And yet there is so little race suicide in the ocean that even such intensive fishing probably has no effect upon the available adult supply. For instance, the female turbot lays 8,500,000 eggs a year, and the cod has 4,500,000 to her credit. The female flounder lays 1,400,000, the sole 570,000, the haddock 450,000 and the plaice 300,000. The poor herring must be content with a meager 31,000. Much remains to be learned about the migration habits of the world's food fishes. Where do the salmon go after they leave the rivers? Why does the eel, as discovered some time since by the Danes, go far out to sea, far to the south and west of the Irish coast, to spawn, and how do the countless hordes of delicate elvers find their way around the British Isles and into the continental rivers? Innumerable are the questions like these that the future will reveal to the oceanographers of a new day. The problem of life in the ocean is one full of interest and pregnant with valuable lessons for mankind. Even at the bottom of the deepest trench in the abysmal region of the sea's bottom, where no ray of the sun ever penetrated, where Stygian night is perpetual, where freezing temperatures never cease and where inconceivable pressures prevail, the miracle of life goes on.—National Geographic Society Bulletin.

RUNNING OUR EASTING DOWN.

Among the 8500 agents of the Fireman's Fund Insurance Company, we would probably be widely overshooting the mark if we took 5 per cent. of that number as being among those who have any direct, intimate interest in ships and sails and storms at sea. For, as Shylock says in the "Merchant of Venice," "Ships be but boards, sailors but men," and barring special circumstances and cases, it is not boards and men that make any particular appeal to the imagination. However, continuing the quotation: "There be land rats and water rats, water thieves and land thieves (I mean pirates), and then there is the peril of waters, winds and rocks." Out of the reality of these sea perils has grown the great, world-embracing business of marine insurance.

A busy day of marine underwriting makes one a traveler on every kind of vessel, from the busy, coughing gas boat to the great, rushing, castellated liner; from the seasick sloven of the ports, the scow, to the graceful, fine-lined, full-rigged ship with tall spars, white sails and whistling rigging. It makes of one a merchandiser of silks and teas and feathers from the Orient; steel plate, canned fruits, motor cars and colored shirts from the United States; nitrate and cottonseed cake from the West Coast of South America; salmon from the icy waters of Alaska, and on through the whole list of common or garden things we ordinarily connect with the busy shops of the city or the more peaceful stores of the country, with their friendly gossip and neighborly stories of an evening retailed as easily as the goods on their shelves. It would make one a visitor to Bombay with the "hills behind the city"—to Rangoon and Nagasaki, Pago Pago and Hilo, to New York and San Francisco and Key West, to Bermuda and London. It would open a romance beyond the dreams of Jules Verne and yet all the time one would be busy with the strain of quick decisions, of correct underwriting and profits at the end to be rendered, like the things that are Caesar's, where they are due.—Fireman's Fund Record.

Business men would do well to remember that the logical remedy for any disadvantage in competition suffered by them through the employment of organized labor is not less trade unionism in their own business, but more trade unionism in the business of their competitors.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

officials, history of Pan-American Federation of Labor, model constitution for a co-operative movement, with suggestions on how a co-operative company should operate, recommendations of inter-allied labor conference, list of remedial legislation in the various States, federal court decisions on labor cases, list of war boards and commissions, labor missions to and from Europe, a set of model apprentice rules, short record of financial transactions with per capita taxes and assessments by American Federation of Labor, voting strength of delegates to American Federation of Labor, and a number of statistical tables.

The price of the book is $2.

Favor Re-Education for Injured Workers.

After a four-years' investigation of serious permanent injuries to 700 workers, the California State Industrial Accident Commission has issued a report showing the necessity for the re-education of workers who suffer these injuries.

The report says the typical "general average" of these workers is 37.8 years of age. He has had the equivalent of four and one-half years of common school education. He is intelligent, ambitious and capable of learning. He has two dependents, besides himself, who look to him for support. He has a permanent disability rating of 34¾ per cent., or 139 compensation weeks, during which he draws a compensation of $23.55 a week under the State compensation laws. He has lost one year from employment. His present wage is $16.60 a week, against $22, previous to the injury. He feels that his position is uncertain and that the hazard of employment for him increases daily. He owns an equity of $184 in a house. The period of his compensation will soon expire. He will then be dependent for support upon a wage of about 65 per cent. of that enjoyed by his fellow workers who have no injuries, and he will be burdened with increasing hazard of employment as the years go by.

"The mills of our industries," continues the report, "have ground off his arms, or hands, or legs, or feet, or put out his eyes. The solution is not a pension. He does not ask that. The offer of a pension would be a moral crime. He asks simply a new industrial chance through industrial re-education. To this he is entitled by his industrial necessity. To this he is entitled by our industrial prosperity, achieved, in part, at his expense. To this he is entitled by the very humanity of the age."

Railroad Valuation is Knotty Problem.

If the ordinary citizen were asked on what basis should the private owners of railroads be paid if the Government takes control, he would reply: "Get a valuation of the roads and pay what the property is worth."

It is agreed that a valuation is the first move before anything tangible can be done, but when the method of valuation is inquired into controversy immediately starts. This is shown by Glenn E. Plumb, attorney for the railroad brotherhoods, in an article published in the bulletin of the A. F. of L. railway employes' department.

The brotherhoods insist that railroad value can be determined only by ascertaining the amount of money the various roads have actually invested at the present time. Against this seemingly fair theory is the plan urged before the Interstate Commerce Commission by the Kansas City Southern Railway. This plan, which is also urged by other large corporations, ignores the amount of money invested but is based on the earning power of the corporation. The Kansas City Southern holds that since it earns 6 per cent. on $75,000,000, that sum represents the present value of the property. Under this theory profits over a fixed interest charge are capitalized and becomes a charge against the property.

The Texas Midland Railway has another theory of valuation. It contends that the value of its property must be measured by the cost of reproduction, at present cost of land, labor and material. This theory ignores earning power, prudence of investment, rates, the amount of traffic and actual net earnings.

Another valuation system is the "property investment accounts," which is urged by railroad executives and security holders, who demand that a 6 and a 6½ per cent. minimum be guaranteed all securities.

The "property investment accounts" of the railroads do not represent money contributed by the security holders to the corporation. It is merely a bookkeeping account, says Mr. Plumb.

"This demand for value is intended to give a solid financial earning basis for all securities now outstanding," he says, "without any regard whatsoever to the consideration paid therefor, or the services to the public which such securities actually represent."

Great War Has Upset Economic Straw Man.

Because of European war labor costs, the theory that American industry "must be protected against the pauper labor of Europe" has been upset, says the Washington Evening Star.

"With the possible exception of Japan, and with China a possible exception of the future, the days of cheap labor are gone among the great competing nations, at least so far as this generation is concerned," says this paper.

"Aroused as all the people of Europe are to a determination to better their condition, there appears no prospect that there will be anything like a reversion to the wage scales and the standard of living of the wage-workers that existed before the war. The high-price level resulting from the war is being stabilized rapidly the world over."

The Evening Star indicates that American workers "can hold their own" in the markets of the world. Within the last few weeks, it is stated, Birmingham, which is the center of the British steel industry, advertised for steel rails for its municipal traction lines. An American mill underbid British mills.

In competition with British mills Americans secured a recent French contract for 750,000 tons of steel rails. It is stated that the British operators cut production costs to the limit, but they were underbid 30 shillings ($7.50) a ton.

It is stated that the latest thing in international economics is a demand in England that British industry be protected against the product of "cheap American labor."

NEW CONCEPTIONS OF JUSTICE.

(Continued from Page 2)

union wages. The employes number over 162,000.

In the old days there was between the mass of producers and the mass of the consumers a whole wilderness of private trade desolated by competition, and we have now decided that we are no longer content that every wage advance shall be swallowed up by an increase in the cost of living.

Thanks to our co-operative movement we have nothing to learn from the employers as to how to manage great industrial concerns. When the Government was in a hole about how it was going to feed the troops, how it was going to get commodities distributed and check profiteering, they turned to the laboring people, organized in their co-operative societies, and they got our help. And how did they repay us? The first food controller put into office was a man connected with the private interest of the grocery trade, and he diverted the raw material and supplies from the co-operatives. Oh, we have learned our lesson! We believe in self-reliance. We believe in the united independence of labor; we believe that we have got to look after our own business.

We have our own banking, our own insurance, our own factories, mills, bakeries, ships, carriage-building works, tobacco factories, clothing, tea plantations, and mines. We have got international trade relations. We believe by these three movements we are going to develop a working class of brain workers and hand workers on these lines; as producers through our trade union organizations, as consumers through the check we have on production and distribution through our great trading concerns, and as citizens through our control of government, both legislative and administrative.

We are full of the community spirit, we are recognizing that we have responsibility, not merely to myself as a shop assistant, not merely to John Jones as a carpenter, but we recognize the responsibility that rests upon us towards the whole community, those that are just coming into the world as well as those that are going out of it. We want to develop the broad, tolerant spirit that will look everywhere for ideas and assimilate those ideas; to secure justice for the great masses of the people and to do injustice to none.

I bring you the most cordial greetings from our trade union movement as a whole, and I wish you God-speed in building up, on this side of the Atlantic the bulwark for labor that we are trying to build on our side.

THE SEAMEN'S ACT.

(Continued from Page 7.)

lutely, but in relation to purchasing power—for seamen in the transatlantic trade the increase in wages since 1914 has been 164 per cent., and for firemen 89 per cent. This means, according to Governor Bass's report, an increase in purchasing power (after allowing for the increased cost of living) of 38 per cent. for seamen and 5.4 per cent for firemen. Wages are high enough now to attract the best type of American labor. Yet as compared with foreign vessels, the cost of operating American ships is relatively cheaper than before the war. These facts should be remembered when the agitation for the repeal of the Seamen's law begins again, at the next session of Congress.

SHIPPING VIA ICELAND.

The desire that centuries ago made men look to the north for closer connection between the eastern and western hemispheres may soon be realized by the shipment of Canadian grain from Port Nelson, in Hudson Bay, to Rekjavic, Iceland, there to be stored in warehouses for trans-shipment to Europe. The ancient Icelandic capital, dating back to the coming of the Northmen in the Ninth Century, will thus become an important link in the international commerce. Hudson Bay is unfrozen during about five months, and the grain, once stored at Rekjavic, where navigation is practically always open with Europe, can be forwarded as needed. The plan shortens the railway haul of grain moving from the new to the old world by about a thousand miles; and the grain ships crossing the bay will travel a Twentieth Century version of the new route for commerce which the old navigator Henry Hudson, was seeking in the early Seventeenth.

CAN THE WORKERS PAY?

Largely as a result of the war, England's national debt is somewhere in the vicinity of £8,000,000,000; so we are told. How is the interest on this enormous sum to be paid; or is it going to be paid?

At 4 per cent. the annual interest would be £320,000,000. Just prior to the conflict, England's National Debt was about £800,000,000, and much of this was incurred on reproductive undertakings. With the present liability, ten times as great, what have we to show for it? Nothing but thousands of crippled wage-earners, of widows to whom pensions must be paid, and about a million of our best wealth producers killed.

Over seven thousand millions of money blown away in smoke! Only the reek of gunpowder and a depleted army of workers have we purchased with this deadly loss of lives and money.

Before the war, however, there were ten millions of the working class of England on the verge of starvation. With the wage of a pound a week or less, they fought a losing battle, trying to keep body and soul together.

All the surplus value they produced was scraped from their hides to the last ounce by the class that lives on rent, interest and profit. They were skinned to the bone. It was impossible to skin them any further, or most certainly it would have been done.

The lot of these people was as bad if not worse than any cannibal savage in Africa. They were simmering with revolt. But when the war broke out, they were led by the employing class politicians to believe that, once the battle was won, they would be better treated. There would be no more starvation; they would be better fed, housed and clothed.

The scanty news from the Old Country that filters through the channels of the cable service would seem to show that the workers of Britain are demanding the fulfilment of those promises. How is that demand received? Why, with exhortations to trust to constitutional methods.

The classes that grow fat on rent, interest and profits by the mouth of their politicians are giving them this advice. What does it mean? It means that they should have faith in a Parliament elected by the classes that have always been their enemies—the middle and moneyed classes!

The Shylocks of the world are certainly determined to make the workers pay for the war. For the wage-earners to do so would mean longer hours, shorter pay, or harder work, or all of these combined.

But why should the workers pay the war debt? They had no say in the making of the war. They had only a small proportion of votes in the making of the Parliament that decided on war. Without being consulted, amid the Jingo cheers of the middle and wealthy classes, they were forced to face the guns of the Germans. If they refused there were British guns and British jails waiting for them.

And now the Government wants them to pay, voicing the interests of the privileged classes who stayed at home money-making. The Government wants the soldiers to settle down, and pay the interest on the debt.

After their awful experience, after going through hell, it wants them to work harder than ever to provide interest for those who stayed at home exploiting the nation. When the war was being waged, and the Empire was in danger, those who owned the most property had the most to lose. Therefore, they should, and must, be compelled to pay the greatest part of the money cost of the war, as it was entered upon to protect their title deeds and their property.

It is impossible for Britain to pay, out of the workers' increased efforts, the huge sum necessary in interest on her war debt. That is my opinion. The gigantic figure mentioned has gone beyond the productive capacity of the country. Debts of this kind can only be met by increasing the productivity of the nation, and, as every nation is staggering under a huge burden of debt, each will seek to increase its production in order to pay interest upon it.

Now the increasend bulk of products must be sold in the world's markets. These markets are growing fewer as time goes on, and the struggle for these remaining markets will be keener and keener.

During the last few years America and Japan have shown this. They were once the dumping ground for the manufactured articles of Europe. During the last few years they have developed into highly-skilled manufacturing countries, and are themselves now looking for markets for their surplus products. They are competitors for the remaining markets.

Let us consider the magnitude of the debt, the cripples England must keep, the increased pension list, the greater competition for the markets, and the decreasing number of markets; and ask yourselves, can England pay?—P. Brookfield in the Australian Worker.

RELATIVE VALUES.

"If there is one lesson which has been gained from the war, it is that the value of labor was always under-estimated, and the value of capital always over-estimated. In the first week of the war, the whole banking system of this country would have crashed into ruin, only for the fact that the Government supported the money market with the national credit. And that credit, it has been clearly shown, lay not so much in banks and capitalists, as had been supposed, as in the power of the people to use their energy and their skill to do the work that was required if we were to win the war.

"Labor has got, through the war, a new status. It has been clearly demonstrated that only those who work, whether with hand or brain, count; the rest matter little or nothing. And that fact having been demonstrated, it is likely to be made the center of the economic discussions of the future.

"We in this country have shown that, despite the fact that 6,000,000 men have been taken from industry, and millions more men and women have been diverted into making things that kill instead of things that give life, the workers have been on the whole better fed, and better off generally, than before. When those millions of men and women are again established in the arts of peace, are they all going back to the same old stage as before we learnt the great lesson? We think not."—Reynold's Newspaper, London.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Congressman Blanton of Texas continued his fight on the $272,000 appropriation for the United States employment service, when the House was considering the deficiency appropriations bill. Through his attacks on President Gompers and this appropriation, the Texas Congressman is receiving publicity that some newspapers accord a real statesman.

After nearly a week's tie-up of the Detroit (Mich.) street car system organized motormen and conductors have received what is declared to be the highest street-car rate in this country. Old rates were 43, 46 and 48 cents an hour. These have been advanced to 50 cents for the first three months of service, 55 cents for the next nine months and 60 cents thereafter.

The Order of Railroad Conductors, which has just completed its convention at St. Louis, Missouri, voted to make an application for admission into the American Federation of Labor. Such a step had been under advisement for some time past, but had been deferred until the present convention. A. B. Garretson, chief executive of the conductors since 1906, has retired from that position.

The American Federation of Labor convention condemned the Postoffice Department's policy of conducting speed and efficiency tests among employes. The Executive Council was directed to make every effort to have abolished all speed tests, time-measuring devices and "other unreasonable standards of personal efficiency." It was declared that these systems are detrimental to the health and welfare of postoffice employes.

The national board of farm organizations, representing over 3,000,000 farmers in every State in the Union, has asked Congress to continue the United States employment service, which failed to secure the necessary appropriation at the last session of Congress. The National Grange, numbering 1,000,000 farmers, has made a similar request. The farmers say that it is necessary that they have some agency of national scope through which they can obtain workers when needed, and that the seasonal problem promises to be serious, particularly in the big wheat belt extending from Texas to the Canadian border, wherein is grown three-fourths of the nation's wheat crop.

There are 28,860 employed women in the city of Seattle alone, says a bulletin sent out by the Seattle Business Women's Civic Club. Of this number 75 per cent are between the ages of sixteen and eighteen years. Approximately 18,000 live away from home, entirely self-supporting. Of this number of employed women, 61 per cent have others dependent upon them for support. The average wage for women in the State is the minimum wage of $13.20 a week. The latest survey on the cost of living for the employed woman in Seattle is $70 a month. This includes only the necessities of life. It does not include drug, dentist, doctor or optician bills, dress accessories, gifts, church, club or union donations, etc. At $13.20 a week the average wage is $57.20 a month or $12.80 under the estimated bare living cost.

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Abolin, K.
Abrahamson, John
Aheson, P.
Akkoson, Erik
Akerstrom, O. R.
Akerson, Adolf
Andersen, Rasmus
Albertsen, Hans
Albrigtsen, G.
Andersson, F.
Andersson, S.
Andersen, Albert H.
Antonsen, A. G.
Bogley, F.
Bassen, G.
Bakby, Chris
Ballah, Lee
Berg, Wm.
Berg, John
Bergvist, Axel
Bendixon, Hans
Berglin, Ivor
Bodie, Wm.
Borgen, Arne
Carlson, Gust
Carruthers, M.
Carlson, Eric
Carlson, Carl A.
Casperson, Carl
Carlson, Gustaf A.
Corstensen, C.
Carlson, Chas. H.
Camino, C. C.
Carlson, Oscar
Dahl, P.
Danielsen, O.
Dahl, John
Davies, Harold
Dehler, Fred
Dunn, W. G.
Edston, F.
Edwordsen, John
Erikson, Einar
Ekstrom, G.
Eriksen, John
Eriksen, Otto
Engberg, O.
Ersner, I.
Erikson, Erik
Fagersvedt, O.
Forsvaag, C.
Feidji, J. A.
Fuidge, E. W.
Flotten, J. G.
Gabrielsen, P.
Gittler, Karl
Gibson, Geo.
Gibson, Wm.
Grau, Aksel
Hansen, Olaf
Hansen, A.
Hasvold, Paul
Halst, H.
Hansen, John
Hansen, Jorgen
Hansen, G. E.
Haltness, M.
Holseth, Ed.
Hanson, Peter
Haraldson, John
Hendricksen, H.
Herlitz, Ivar
Hernes, C.
Iversen, A.
Jacobsen, Johan
Janson, E. A.
Jacobsen, K. -2127
Jensen, H.
Jensen, C.
Jensen, P.
Jensen, N.
Johnson, E.
Johnson, H.
Johnson, Knut
Johansen, C. -2097
Johanson, Jakob
Johnson, A. W.
Karlsen, O.
Kaleva, J.
Kasti, H.
Korsama, N. J.
Karlson, G. A.
Karlstrand, G.
Karlsson, E.
Keeney, F.
Larsen, C. A.
Lutzen, W.
Lampee, F.
Lui, T.
Larsen, Nils
Larsen, Arne
Larson, G
Larsen, H.
Larsen, Hans
Larsen, Ludwig
Larsen, E. G.
Leeuwan, A. V.
Morken, M. L.
Magnusson, L.
Martinsen, I.
Mattsson, H.
Mardison, A.
Mangsted J.
Malone, B.
Martinson, J.
McPherson, J.
McGuire, J.
McLeod, A.
McGregor, J.
McLeod, John
McPherson, R.
Anderssen, Gustof
Anderson, Julius
Anderson, J. E.
Andreassen, Olof
Anderson, John N.
Anderson, John
Anderson, Harry
Andersson, W.
Anderson, Rasmus
Alton, Nester
Axdal, O. S.
Aune, Edward
Bolstad, A.
Bloomgren, A.
Blendheim, A.
Birkland, Hans J.
Bratt, F. H.
Brown, John J.
Bruce, Albert
Bund, Nils
Burns, C. L.
Burgess, J. W.
Bjorseth, K.
Carlson, Martin
Cartveil, Carl C.
Christensen, K.
Christoffersen, H.
Chester, E.
Christensen, O.
Cristopher, F.
Chester, E.
Corron, G.
Comstedt, E.
Douglas, W.
Dreyer, T.
Dulland, C.
Dutton, H.
Dunn, C. O.
Erikson, Nils
Ericson, E. R.
Ekdahl, F.
Ekendahl, W.
Enoksen, A.
Ellingsen, E.
Elstad, J.
Elize, Karl
Elling, A.
Flemming, M.
Franson, O.
Franzell, A.
Frynell, N. W.
Frederiksen, J.
Granroos, E.
Greiphan, P.
Gusjaas, O.
Gustafson, T.
Gulfeldt, A.
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Helvik, F.
Herring, A.
Hill, F.
Holmberg, E.
Howard, Geo. W.
Holland, J.
Holstrom, O.
Holst, H.
Hope, M.
Holm, A.
Holmquist, E.
Huber, C. L.
Ingelbretsen, O.
Jonas, A. H.
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Johnson, Oscar
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Johnsen, Adler
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Johnson, Peter M.
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Johnson, John
Julius, P.
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Kipper, H.
Klintberg, S.
Kristensen, K.
Knudsen, A. J.
Kroon, A. W.
Kristiansen, J. A.
Kurkanen, E.
Lesse, C.
Lee, C. A.
Lidsten, C.
Ligoski, J.
Levine, B.
Licht, P.
Loken, C.
Loventz, B.
Lux, C.
Leiravaag, H. J.
Lund, E.
McCoy, J.
McDonald, Wm.
McDonough, E.
Mekelson, C.
Melder, A.
Miller, F.
Mikkelsen, K. -1620
Miller, A. M.
Miettener, J.
Michelsen, H.
Mickelsson, E.
Morrison, W.
Mortensen, K.
Moor, T.
Ness, J.
Ness, H.
Nelson, Geo.
Newman, J.
Nelson, Axel W.
Nelson, Carl
Neilsen, George
Nelson, Nils H.
Oberg, Joe
Ohlson, B. -597
Olsen, Ole
Olsen, Albert
Olsen, Ferdinand
Olson, John
Olson, Hjalmar
Olsen, Herman
Plantiko, W.
Ponchek, C.
Pallisen, K.
Petterson, Herman
Peterson, P.
Pederson, Halvor
Pelta, H.
Permin, J. C.
Peters, F.
Petterson, Adolf
Rasmusson, Christ
Reinhold, G.
Replinca, A.
Ringdal, O.
Ring, W.
Sandberg, Otto
Sabanes, P. T.
Salo, John
Sears, G. L.
Selen, Gustof
Sebjohnson, S.
Schwarzicus, W.
Shoberg, Johan
Sorger, E.
Solwer, B. M.
Solberg, Olaf
Simmons, John
Simonsen, H.
Taiu, John J.
Tupper, A. E.
Tangerwos, Ole
Toyra, A.
Tuorilla, J.
Tornquist, H.
Tonneson, A.
Torgersen, Ed.
Tyrrell, J.
Voigt, Arthur
Wadham, C.
Wallgren, F.
Wall, W.
Weld, L. A.
Westergren, W.
Ween, O.
Yansen, Emil
Yorkwell, Anton
Nimen, August
Nilsen, Hans L.
Nilsen, Andros
Nurhoven, E.
Nord, C. W.
Nordfeldt, T. F.
Noven, Berent
Nyman, John E.
Olsson, John H.
Olsen, Emanuel
Olson, E.
Olsen, Ole D.
Olsen, Nic
Olnes, L.
Otterspeer, Wm.
Pettersen, P.
Pearson, Gustav
Pestoff, S.
Pedersen, Carl
Pederson, P.
Pederson, Karl
Petteson, Oscar
Pepione, Joseph
Powell, Hamilton
Punis, Anthony
Rosenthal, W. J.
Roon, O.
Ronning, H. G.
Runnquist, G.
Smeland, E.
Stolzerman, E.
Strand, C.
Stentez, R.
Stiffler, Ray
Swanson, Chas. I.
Swanson, William
Swanson, John
Sundby, Emil
Svendsen, John A.
Sverdrup, T.
Sunde, K. A.
Torvig, O.
Thorsen, Herman
Thorson, Victor
Thorn, Arvid
Thorsen, Hans
Thomas, J. E.
Thorsen, Carl
Troverson, Louis
Vesgaard, Hans
Williams, John
Williams, T. C.
Wirta, George
Wiger, J.
Wilson, Gus
Welner, Fred
Wullum, J.
Zelink, Arthur M.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Martinson, Adolph
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Soderlund, Uno
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardmore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

The widow of Otto Kivi, who fell overboard on the S. S. "Carlos" between San Francisco and Aberdeen, May 30, 1919, wants to know the names of the crew on the ship. Kindly assist his widow by giving this information to S. T. Hogevoll, attorney for the widow, 627 Pacific Building, San Francisco. 6-11-19

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Will any of the crew of the barkentine "Thos. P. Emigh" who were on her at the time Jacob Olsen was hurt by being thrown over the wheel on or about October 27, 1918, please call on or communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Calif. Telephone, Sutter 5807. 6-18-19

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Portland, Or., Letter List

Anderson, Albert	Larson, C. -1632
Anderson, C.	Lehtinen, Armas W.
Ahren, Wm. J.	
Aimer, Robert	Lindner, John
Backman, Peter W.	Melgant, F.
Bjork, Rudolf -2206	Miller, Harry
Bohm, Franz	Mikkelsen, Harry
Christensen, H. P.	Murphy, Francis Leo
Cunningham, G. F.	Newkirk, Clifford
Dahl, Louis	Nordman, Alek
Doehring, Otto	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Ellegaard, M.	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Ohlson, J. A.
Geiger, Joe	Olson, John
Graaf, John D.	Olson, Chas.
Hanson, August -1134	Pope, Herbert
	Paulsson, Herman
Harding, Ellis	Petersen. Anton -1675
Hartman, Fritz	Petesen, Knut
Hatland, A.	Petter, G.
Hauschild, B.	Rensmand, Robert
Henriksen, Geo.	Ringdahl, Ole
Hogstrom, Karl I.	Ross, Geo.
Huber, C. L.	Ruisgaard, Soren
Johansson, Charles -2407	Ruud, Ole H.
Jorgenson, Earl	Samuelsen, S.
Jensen, H. T.	Sandstrom, Olaf
Jespersen, Martin	Schmeltning, Max M.
Johnson, C. A.	Schroder, August
Jordan, H. S.	Sibley, Milton
Kase, A.	Siebert, Gust
Kaskinen, Albert	Swenson, C. E.
King, J. A.	Thompson, Walter
Knofsky, E. W.	Thoresen, Ingwald
Kristiansen, Wm. A.	Tuhkanen, Johan J.
Laatzen, Hugo	Wold, Frank
Larsen, C. J.	Wood, E. E.
Larsen, Hans	Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W. -1054
Houge, Anion	
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package) -1287	
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magail, Michael	

INFORMATION WANTED.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J.
3-26-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio.
11-6-18

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

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INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal.
11-6-18

Carl Hansen, a native of Soon, Norway, age 35, formerly a member of the Lake Seamen's Union, is inquired for by his mother, Marn Hansen, 778 Sixth Ave., Milwaukee Wis.
8-17-18

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City.
1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal.
2-19-19

Home News

The Denver Post has announced the purchase of an airplane for distributing papers to suburban towns.

American dressed meat production, including lard, amounted in 1918 to 20,129,800,000 pounds — a quantity never before approached in magnitude by the live stock industry of this or any other country. The amount for 1917 was 16,317,300,000 pounds.

Steps toward a Congressional investigation of lynching with a view to the Federal Government's taking action to stamp out mob murder have been announced. Facts and figures and all available testimony and information concerning mob murder in the United States are being assembled to be laid before Congress.

It is announced that out of the funds to be raised by the Salvation Army drive some $200,000 are to be devoted to the erection of a building in South Philadelphia, "exclusively for colored people." So even the Salvation Army, remarks the New York Age, broad as is its humanity, has got to fence off the colored brethren.

Miss Lizzie Wooster, superintendent of public instructon in Kansas and the first woman to be elected to a State office, has sent notices to all the teachers of Kansas that she will not tolerate the use of tobacco by teachers. Miss Wooster will ask that the certificates of teachers who are found to be addicted to the tobacco habit be revoked.

Definite announcement of the plans for the establishment of the Pan-American University in Riverside, California, is expected soon. It is said that ample funds are assured and that a site is to be selected on the eastern slopes of Mt. Rubidoux. More than 1700 students annually come to American universities from Mexico, Central America, and South American republics.

The Japanese Association of America under the direction of Dr. S. Kurihara, has adopted an Americanization program for the assimilation of the Japanese in this country into an understanding of American life and ways. This association, with an office at San Francisco, Cal., is headquarters of about forty Japanese organizations in the States of California, Nevada, Utah, and Colorado.

The Federal Farm Loan system is now doing about 15 per cent. of all agricultural land loan business in the United States. A report of the Farm Loan Board at the conclusion of the second year of operation shows that loans closed in the last twelve months amounted to $120,238,000. The aggregate of farm loans made by all agencies, public and private, is estimated at about $800,000,000 annually.

According to the records of the State auditor, the sixteenth legislative assembly of North Dakota, in session last winter, cost the State $87,299.91, or just $20,027.22 less than the previous session, when the Legislature was only partly controlled by the Nonpartisan League farmers. Four years ago, when the old guard was in full control, the Legislature's expenses were $144,735.19, or $57,435.28 more than the farmers' assembly.

Domestic and Naval

The schooner "Eugenia," 66 tons register, built at Gloucester, Mass., in 1908, has been sold to the Peninsular Export Company, New York, for about $12,000.

The British steamer "Sarpen," 1804 tons gross, 1100 net, built at Fredrikstad in 1912 and owned by the British Shipping Controller, has been sold to the Kellner-Partington Paper Pulp Co., of Norway.

The British steamer "Dakar," 3987 tons gross, 2518 net, carries about 4976 tons deadweight, built at Middlesbrough in 1899 and owned by the British Colonial Office, has been sold by auction in London to foreign buyers for £23,000.

The British steamer "War Ruler," 5175 tons gross, 3148 net, built at Barrow in 1918 and owned by the British Shipping Controller, has been sold to the Lloyd Royal Belge (Great Britain), Limited, London, and renamed "Gasconier."

The British steamer "War Burman," 5200 tons gross, 3280 net, built at Greenock in 1918 and owned by the British Shipping Controller, has been sold to the Lloyd Royal Belge (Great Britain), Limited, London, and renamed "Burgondier."

The British steamer "War Scot," 5100 tons gross, carries about 7800 tons deadweight, built at Glasgow in 1918 and owned by the British Shipping Controller, has been sold to the Lloyd Royal Belge (Great Britain), Limited, London, for about £200,000 and renamed "Chilier."

The British steamer "Royal," 3833 tons gross, 2497 net, carries about 6295 tons deadweight, built at Newcastle in 1902, which was detained at Hamburg during the war, has been sold by auction in London on behalf of the war risk underwirters to O. A. T. Skjelbred, of Norway, for £135,000.

It was stated recently by Brig. General Hines, Director General of Transportation, United States Army, before the House Committee on Military Affairs, that Great Britain originally asked $150 for transporting each American soldier to France, but the cost was finally reduced to $81.75. The witness was asked whether he did not think the charge was excessive, but replied that he believed the cost of transporting troops in American ships would turn out to be higher.

Norwegian owners of twenty-seven vessels ordered from American shipyards and requisitioned when the United States entered the war have effected a compromise settlement with the Shipping Board on the basis of $225 per ton deadweight and interest at 6 per cent. The aggregate deadweight tonnage involved in the transaction is 182,575. Only the interests represented by Emil Stray participate in the settlement, the Hannevig group being still negotiating. It is said on behalf of the Norwegian owners that the sum paid by the United States Government, although a large one, $34,500,000, will involve the ultimate owners of the contracts affected in a loss. These contracts were originally placed with American shipyards on an average basis of $118.20 per ton deadweight and as much as $280 was paid for these contracts by the ultimate holders. Payment of the claims will be made through the Norwegian legation at Washington.

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Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Abbors, Arne
Aberg, Einar
Adams, Aren
Adams, Christ
Ahlburg, Max
Ahlfors, Arthur
Ahlstrom, Andrew
Ahokas, I.
Aimer, M. Robert
Akerman, V.
Alfredsen, A.
Algren, W.
Alliar, W.
Aine, G.
Alto, Henry
Andersen, Olaf
Anderson, Adolf
Andersen, A. V.
Andersen, Edwin

Backman, A.
Bahur, W. A.
Bantin, Paul
Barentse, J.
Barlow, R.
Battenberg, John
Bawer, Andrew
Beck, John A.
Beckley, C.
Berg, Harold
Berseth, R. J.
Berthelsen, O. P.
Berthelsen, Chas.
Bjorklund, Eric

Carlson, Andrew
Carlson, Herman
Carlson, J. -861
Carlson, Gunnar
Carlson, Gus
Carlson, Richard
Carlson, E. S. -1769
Carlson, G. -1190
Carlsson, August
Carruthers, M.
Catechis, L.
Chavez, Mariano
Chilcott, G.
Christensen, Louie
Christensen, H. C.
Christensen, R. H.

Dahlgren, W. A.
Dahlstrom, Sven
Darrah, K.
Davis, Jack
Dittmar, O.
Dolan, Chas.

Eckhoff, Otto
Edwardsen, Ole
Einartsen, Hans
Engelbregtsen, C.
Enstrom, C. M.
Ericson, E. R.
Erickson, A.
Erickson, John

Fahey, Michael H.
Farevaag, C.
Farrell, Bernard
Feinberg, Max
Ferguson, E. A.
Fernandez, G. L.
Fernstrom, Fred
Ferreira, J.

Gabrielsen, E.
Gertz, Geo.
Gibbs, W. F.
Gill, Ivar
Gilmore, A.
Goodmans, G.
Graham, Eric

Hakala, Paavo
Halley, W.
Hallenberg, G. C.
Halvorsen, Erling
Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hammarquist, Alf.
Hannesen, K. J.
Hansen, J.
Hansen, H. M.
Hansen, M. -968
Hansen, R.
Hanson, Frank
Hanson, Johan A.
Hanson, P. S.
Hanson, Kai L.
Hanson, August
Harbst, J. D.
Harlow, John
Heino, August

Anderson, Edw.
Anderson, Martin A.
Andersson, Chaheles
Anderson, G. -2141
Anderson, A. -2031
Anderson, C. A.-421
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderssen, Hans C.
Andersson, Gunnar
Andersson, J. -1246
Andree, A.
Antonsen, Arthur
Antonsen, Marius
Aro, Kalle
Asberg, Chas.
Austin, Tom
Axelsen, H.

Bjurlund, N.
Blomberg, Aarne
Blomgren, C. A.
Bock, Jimmy
Bos, J. -2330
Bosshard, Henry
Boyce, R. B.
Brady, B.
Brevick, Johan
Brown, Parry
Bunting, A.
Burnsey, C.
Bye, Alf.

Christensen, Christian
Christoffersen, G.
Clark, Chas. R.
Cliffe, Louis
Clingan, Paul
Clausen, Louis
Claverie, Louis
Colman, J.
Colville, Geo.
Conigan, R. B.
Corrigan, R.
Corron, G. R.
Cowell, E. W.
Craig, Thos.

Dommelen, G.
Douglas, Sam
Drage, John
Dumas, C.
Dunn, W.
Dwyer, E. J.

Eriksen, Peder
Erikson, Chas.
Eriksen, Ole
Erikson, Gustaf E.
Ertman, E.
Esplund, Fred
Essen, C. A.
Esterberg, Gust

Figved, Sigurd
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Forslund, Fred
Fredrick, Lee
Fredrikson, F. O
Freiberg, P.
Fritz, Henry
Frost, Peter

Greenfield, W. J.
Grimstard, Peter
Gruntman, H.
Grussman, G. A.
Gundersen, N. F.
Gundersen, Ole
Gurman, K. -1215

Heldahl, T.
Helin, Paul
Helindahl, A. -1487
Hellberg, Olaf
Hellman, H. W.
Hellsten, G. -2168
Henriksson, J. L. M.
Henrikson, V.
Hermansson, F.
Higgins, P.
Hilliard, Chas.
Hobbs, F. A.
Hoffman, G. I.
Holm, Arthur
Holman, W. -2304
Holmgren, Carl
Hrelja, J.
Hubertz, E.
Hunter, E. A.
Hved, Hans

Jacklin, Chas.
Jacobs, F.
Jacobsen, Joakim
Jacobsen, Jacob
Jacobson, Emil
Jaderholm, H.
Jameson, John E.
Jamsa, Juho
Jansen, W. J. H.
Jansson, Hj.
Jansson, Frederik
Jansson, K. H.
Jensen, Henry
Jensen, E. A.
Jensen, Laurens
Johansen, Hans
Johanson, Ax

Kaasik, Aug.
Kaholemoku, W.
Kalkman, J. S.
Kallberg, Arvid
Kane, John
Karlgren, Gust
Karlsson, Arvid
Karlsen, Martin
Kasper, Walmar
Katehes, Constantino
Kennedy, J. R.
Kerr, W.
Kercha, A.
Kinamon, Jack
Kinney, E. J.
Kiyanno, F. W. E.
Kirkham, Geo.

Laine, A. A.
Larsen, L. H.
Larsen, K. -1560
Larsen, J. -2012
Larsen, M. -1710
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larson, John
Larson, Allen
Laugsen, Ola
Leathers, L. E.
Lefter, John A.
Lehtonen, J. O.
Leirevaag, H. -2213
Leskinen, John
Lewis, Wm.
Lillegren, Douglas
Lindblad, L. Gust.

Mackey, Ivar
Madsen, Ludvig
Mahler, Hans
Makew, B.
Malmin, T.
Martin, John
Mayer, Fred
McManus, P.
McNair, H. S. S.
McNeill, S. R.
Matheson, A. -2245
Mehrtens, K. H.
Melander, G. L.
Mescall, Matt

Nelsen, Rangvald
Nelson, A. W.
Nelson, Chas.
Nelson, John
Nelson, A. M.
Nielson, Herman
Nillsen, Jens
Nilsen, J. -1481

Johannessen, A. -1487
Johansen, C. -1593
Johanson, S. -1087
Johansson, Bernard
Johansson, Gustaf
Johanson, Arvo
Johanson, K. -2094
Johansson, E. -2715
Johnsen, E. -2533
Johnson, Frank
Johnson, John
Johnson, Edw.
Johnson, Matt
Johnson, Norman
Jones, E.
Jonsen, H. -2213

Kjellander, Ben
Kjellberg, A. C.
Klemmensen, E. A.
Klink, Alfred
Kive, K.
Kivekas, John
Knoph, J. O.
Knudsen, Hans
Knutsen, Karl
Kolustow, A.
Koolstra, S.
Kristensen, A. -1095
Kristiansen, Nils
Kristoffersen, G.
Kristoffersen, A. B.
Kulbom, Oskar

Lindner, J.
Lindquist, G. B.
Lindroos, A. W
Ljung, L.
Ljung, Gus.
Ljungren, Alb.
Loberg, Bror
Locke, A.
Lofgren, R.
Long, Karl
Ludvigsen, L.
Lougurey, C. W.
Lund, H. K.
Lund, W. J.
Lund, Olai
Lundberg, Tom
Lundquist, Ralph
Lundkvist, Frans
Lundroth, Edvin
Lux, Chas. F.

Mettson, Carl
Meza, Leonardo
Miller, William
Miller, Gerald
Miller, John
Moe, R.
Monson, C. E.
Morris, Oscar
Morrison, Ph.
Mortinsen, Geo.
Mullins, John
Munch, Hugo
Murmi, Victor

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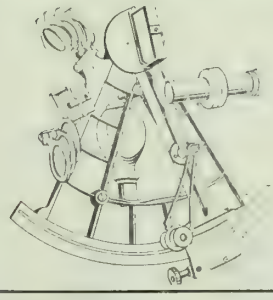
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News from Abroad

In Great Britain forty-six women hold seats on county councils. Prior to the recent elections only twelve held such positions.

A conference held at Paris by the French Colonial Union and the British Association of West African Merchants has resulted in the formation of a joint Franco-British committee on African affairs. The primary object of the Committee is to secure uniform legislation in France and in Great Britain upon questions affecting the development of colonial territories in Africa. This undertaking is regarded as the first step in an important movement toward Franco-British colonial co-operation.

Authoritative reports are at hand of the increasing activity of Dutch shipbuilding firms. The purchase by Wilton's Slipway and Engineering Company, Limited, Rotterdam, of a large floating dock at Hamburg, is another evidence of this activity. The dock was originally constructed for Austrian account, and will take vessels up to 30,000 tons deadweight. It will be stationed at the company's new works near Vlaardingen, and will be the largest dry dock at any Dutch port. As an addition to the repairing facilities in Holland the purchase is significant.

Five brothers Christensen, of Sandefjord, have started a new steamship line, "Den Norske Chile-linje," with a capital of six million kroner, of which four millions is paid up, and the rest secured. The new line will undertake traffic between Scandinavia and the west coast of South America, via Panama Canal. Besides Scandinavian ports, the ships will also call at Hamburg and Antwerp. Three steamers are now being built at English yards for delivery in 1920. Until that time the line will work with chartered ships, plying between New York and Chile.

Nakhichevan is the very latest! A principality at the foot of Mt. Ararat, it has asked the United States to be its mandatory. The plea which is addressed to "the imperial representative, the supreme President of the United States," gives thanks to his "supreme highness" for the money, clothing, and grain received from American relief workers, applauds "the advance and increase of glory of the American Republic," and then proffers the great request. The comment of one writer on the subject is perhaps as good as any that could be made, "Well, Nakhichevan, we'll see."

For the first time in the history of Japan a man without a title is at the head of the government. Mr. Kei Hara, the present Premier, is a commoner, born in northern Japan, and educated in Tokio on a scholarship founded by the feudal lord of his clan. He studied law as a profession, but entered journalism, serving on the immediate journalistic ancestor of the now well-known Hochi Shimbun. From journalism he entered diplomacy under the Marquess Inouye, then Foreign Minister, and was sent as consul to France. Returning to Japan he became director of the Commercial Bureau of the Foreign Office under Count Mutsu; and then in turn Minister in Korea, and Vice-Minister of Foreign Affairs in Japan.

With the Wits

"Why do you refer to Easymark as 'the human banana'?"

"Because he is so easily skinned."—New York Globe.

She (at breakfast)—I wonder what makes this American bacon so salt.

He—Shortage of shipping, my dear. They tow it across.—Tit-Bits.

"Do you think there is any harm in flirting?"

"I certainly do. My wife caught me that way."—Detroit Free Press.

"I'm afraid I'm stuck on this lot of pocket-knives."

"What's the matter with them?"

"They've got corkscrews."—Kansas City Star.

Little Tommy—What does "close quarters" mean, ma?

Weary Mother—It's a definition of my trying to get 25 cents from your father.—Toledo Blade.

"Any social distinctions in your town?"

"Oh, yes. The laboring classes will have nothing to do with the rest of the population."—Judge.

"Never hear much about malaria out this way any more?"

"No," answered Uncle Bill Bottletop. "Malaria gets terrible unpopular when there is nothing to cure it with except quinine."—Kansas City Star.

"Do you find that prohibition has depressed Crimson Gulch?"

"No," answered Cactus Joe. "We're much more cheerful than usual. Everybody seems to think it's a great joke on all the rest of the boys."—Washington Star.

Dauber—In this picture of "Innocence" I have tried to convey the idea that simplicity is not incompatible with dignity.

Fair Visitor—How well you have succeeded! I never saw anything so—so artless.—New York Herald.

"I hear Senator Bulger has a wonderful plan for giving jobs to returned soldiers."

"What is it?"

"Why, he would have money appropriated for erecting memorial monuments in every county in the United States, and then put the soldiers to work building them."—Cleveland Leader.

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VOL. XXXII, No. 44. SAN FRANCISCO, WEDNESDAY, JULY 9, 1919. Whole No. 2546.

THE CRIMPING SYSTEM

How Seamen Are Secured in the Port of New York

The crimp—a person who procures seamen by foul or fair means, and always for a fee—was formerly found in almost every seaport of the world.

The crimping business is as old as the hills or, at least, as old as the sea.

Prior to the day when the seamen of America organized their union, and before they took full advantage of organized self-help, the salt water ports of America had their full share of that species. In those days the crimp used to decoy his victim with a bottle of whisky and the promise of a good job ashore.

The crimp of today works along more refined lines. Herewith is an article by Mr. Arthur E. Albrecht, who personally investigated things in New York Harbor.

It has long been the custom for crews of ocean and coastwise vessels to be discharged after the completion of a round trip. In the past it was the general practice to re-hire only those men actually needed to care for the vessel while it was in port. The rest of the crew was not re-hired, but had to be replaced a few days before the vessel was ready to leave port. As the men who left the vessel had no home, they secured board and lodging at seamen's boarding houses.

The steamship companies soon found that crews could be secured by turning to the boarding housekeepers. These men soon became known as "crimps," for they not only charged the steamship companies for the men supplied, but they also exploited the seamen. While the seamen had ready money, the crimp was in no hurry to ship the men. However, when the men had spent all their wages and were indebted to the crimp for board and often for clothes, a job was secured for them. Mr. Andrew Furuseth, president of the International Seamen's Union of America, says: "The power of the crimp was in the necessity of the seaman. The seaman was without means to live, the crimp furnished the means and in return determined the seaman's wages, what vessel he was to ship on and the advance that was to be paid." *

The seaman paid the money due to the crimp by signing an allotment note, known as an advance, which was collected by the crimp at the company's office, a few hours after the ship had left port. As a result of this iniquitous system many a man toiled the greater part of the voyage not for himself, but for the crimp.

Under Section 24 of the Seamen's Act of December 21, 1898, allotment notes could be issued to relatives and to original creditors in liquidation of any just debt for board or clothing which the seaman may have incurred prior to engagement.

In accordance with Section 11 of the Seamen's Act of March 4, 1915, a prohibition against allotments to creditors on American vessels was put into effect on November 4, 1915, and was applied to seamen on foreign vessels after March 4, 1916, except in such cases where it was held that the prohibition conflicted with certain articles in treaties or consular conventions. In these cases the provision applied after July 1, 1916. In consequence of the prohibition against allotments issued in favor of creditors, the power of the crimp has been greatly reduced. Allotments are, however, still permitted to relatives.

According to figures compiled from the Annual Report of 1917 of the Commissioner of Navigation, there were made in the United States in 1905, 2514 allotments to creditors, 304 allotments to relatives; in 1915, 995 to creditors, 682 to relatives; in 1916, 403 to creditors, 1174 to relatives; in 1917, none to creditors, and 1650 to relatives.

The power of the crimp was further reduced by Section 10a of the Seamen's Act of 1915, which provides: "If any person shall demand or receive, either directly or indirectly, from any seaman or other person seeking employment, as seaman, or from any person on his behalf, any remuneration whatever for providing him with employment, he shall for every such offense be deemed guilty of a misdemeanor, and shall be imprisoned not more than six months, or fined not more than $500."

The provision prohibiting the advances and the provision against accepting remuneration for securing employment have been the chief factors in dealing a death blow to the power of the crimps. Their influence has been still further weakened by the seamen's homes and missions, which lodge seamen and thus keep them away from the objectionable boarding houses. Moreover, the organization of the men into powerful unions, the abnormal demand for men during the war, and the higher wages now being paid, have all had their influence in causing the power of the crimps to wane.

In spite of the fact that the crimp as he existed before the passage of the Seamen's Act of 1915 is no longer preying on seamen, a study of the employment systems of the companies securing their crews in New York revealed the remains of a once vigorous crimping system.

The most conspicuous remains of the crimping system were found to exist in the employment of the deck and fireroom crews. To recruit men for these departments, most of the companies make use of a shipping agency. This agency is usually either an individual (known as a shipping master) or a seamen's mission.

The greater number of steamship companies use the services of a shipping master. Whenever a vessel needs men to complete its complement, the shipping master is notified. He then sets out to secure the men and sees that the vessel is fully manned.

Some of the shipping masters maintain an office to which men may come to apply for work. One of the shipping masters who maintains such an office stated that in normal times enough men came to the office to make resort to boarding houses, unions, and missions unnecessary. During the war, however, his runners were compelled to visit the unions, the missions and the various boarding houses, and to comb the streets for men.

Another steamship company makes use of a shipping master, who maintains an office to which men may come for positions. His chief source of men, however, is through a Spanish boarding housekeeper who has supplied him with men for about five years. When positions are scarce it is said that all men must come through the boarding housekeeper.

It was found that a number of steamship companies make use of shipping masters who are also boarding housekeepers. These men do not charge for their services, but are reimbursed for the expenses incurred in supplying the men. One of the officials of a steamship company was of the opinion that the boarding housekeepers charged enough board money to make it unnecessary for them to charge the companies for their services. In all instances it was found that these agents supplied men of their own race. Spanish, Greek, Chinese and Japanese boarding houses predominate.

In order to protect the seamen from undue exploitation by boarding housekeepers, the State of New York has created a Board of Commissioners with the powers of licensing, inspecting and revoking licenses, of sailors' hotels and boarding houses in the City of New York. When a license is issued, the hotel or boarding house is inspected by an inspector temporarily appointed by the board to make periodic inspections. The further inspection of a newly-licensed house is referred to the fire, police, health, tenement house and building departments of the City of New York. Should the proprietor not comply with the recommendations of these departments, his license is revokable.

The board tries to have each place inspected three times a year. Complaints from boarders and lodgers in licensed hotels and boarding houses are heard, reviewed and acted upon. However, it was admitted by members of the board that numerous hotels and boarding houses for sailors were unlicensed. It is suspected that a number of sailors' boarding houses are licensed as immigrant boarding houses by the New York State Department of Labor. One of the motives to secure an immigrant house license is the fact that an immigrant boarding house license has a maximum fee of twenty-five dollars (most of the licenses can be secured for less), whereas the fee for a sailors' house is twenty-five dollars for each year.

One of the members of the board stated that the board is handicapped by having no appropriation for the purpose of carrying out the law. The members of the board serve without pay. The entire expenses of the board incidental to all its functions must be paid out of the license fees.

The Missions as Shipping Agencies.

A number of companies made use of the various missions in order to secure men. The Sea-

* American Sea Power and the Seamen's Act, p. 17.

men's Church Institute, the Seamen's Christian Association, and a number of Norwegian missions in Brooklyn are most frequently used. There are a number of missions which are homes only and do not serve as employment agencies.

The Seamen's Church Institute, which was organized in 1843, is located at 25 South street and is the largest mission in New York. The institute maintains a reading room, chapel, and general hotel accommodations for about 530 seamen. According to figures compiled from "The Lookout," the monthly publication of the institute, 3111 seamen were shipped through the employment agency during the year ending April 30, 1918.

"Christian" Shipping Agencies.

The International Mercantile Marine, an association of a number of American and English steamship lines, secures its men through the Seamen's Christian Association, 399 West street. The 1917 annual report of the association informs the reader: "This active, economically managed organization is supported wholly by voluntary contributions, and is free from debt."

In addition to the contributions from people who are interested primarily in the welfare of seamen, the association receives substantial contributions from steamship interests. Among these latter contributors for 1917 were the American Line, Atlantic Transport Line, P. A. S. Franklin of the International Mercantile Marine, Panama Pacific Line, Red "D" Line, Sanderson and Son, White Star Line, and the Donald Steamship Company.

The association has no sleeping rooms, but furnishes needy seamen with board and lodging at near-by places. A reading and game room, gospel services, floating libraries, and other spiritual and physical aids are provided. Although the mission provides all these welfare features, its very life seems to depend on its making good as a shipping agency for the International Mercantile Marine.

A paragraph on page five of the annual report of the mission for 1917 summarizes this phase of the work: "It is a great satisfaction to feel assured of the confidence and support of the officials of the many companies whose ships are keeping open the Atlantic highway. All their requirements have been met satisfactorily by our superintendent and his staff, who have given their untiring efforts and strength to this important field of endeavor. As heretofore, this has been one of the most useful features of our work, for from this bureau more than 18,000 men have been shipped, showing an increase over last year."

The Bethel Ship Mission of Brooklyn, which acts as a shipping agent, was founded as a mission in a ship many years ago. The mission was established in its present place in Sullivan street, Brooklyn, about five years ago during a period of acute unemployment. At first men were given lodging and food, but because the hard times continued, the mission saw fit to establish an employment bureau.

The mission is self-supporting, receives no large contributions and does not supply men for any particular steamship line, although an effort is made to supply crews for Norwegian ships. The mission usually charges steamship companies three dollars for each man supplied.

The Scandinavian Sailors' Temperance Home in Brooklyn was founded about thirty years ago for the "promotion of the welfare and morals of the seamen of Norwegian, Swedish or Danish nationality." The home consists of an up-to-date double four-story house.

A shipping office was started in the home in 1916. During the year ending September 30, 1917, employment was secured for 3018 men. A fee of three dollars is charged the companies for each man supplied.

The United States Shipping Board has a large number of ships for which crews must be supplied. It is imperative that the crews be readily available. To meet this situation the Shipping Board maintains a department for the recruiting of its crews, to which men seeking a position may come in order to apply for a position. An experienced man can walk into the waiting room, state his qualifications and secure a job in a few minutes.

Army Transport's Shipping Method.

During the war the Army Transport Service maintained a large office to which men came for positions. Three departments for securing crews were maintained: a deck department, fireroom department, and steward's department. All the men needed were secured by men coming to the office and applying for work.

The employment system of the Southern Pacific Railroad (Morgan Line) is the most highly thought of system in use by private lines. This company maintains a large waiting room at the entrance to its piers where a man can apply directly for work. When jobs were scarce and men were plentiful; the room was crowded from early morning until closing time. During the war few men came to the pier. In order to supply the necessary men, the unions were called upon to help furnish them. The Stewards' Union and the Sailors' Union were always able to supply the deficiencies. The Firemen's Union did not function quite as well as the other two unions, although it supplied quite a number of men.

A number of lines have an employment system that is similar to that of the Southern Pacific. The companies employ a shipping master who is in direct charge of the deck and fireroom departments. An office is maintained on the premises of the company where men may apply for work.

The shipping master, however, secures most of his men through runners who are also in the employ of the company. These runners visit the union halls, the missions, and other shipping agencies. In Brooklyn a number of storekeepers who cater to the trade of Scandinavian seamen act as shipping agents and supply anyone who is in need of men. Runners are able to pick up a large number of men through these storekeepers, who place notices for men in their windows.

Some of the companies that have no regular shipping agent, have either a superintendent of the company or the captain of the ship see to the recruiting of the crews. It was found that those companies that had no shipping master generally had agreements with the unions to supply them with the necessary men. The Ocean Steamship Company of Savannah has an agreement with all the unions, which supply that line with all the necessary men. Other lines have agreements only with one or two of the unions.

The unions are an important factor in the recruiting of seamen and there seems to be a tendency for them to increase in importance as a clearing house for labor.

The Eastern and Gulf Sailors' Association, which is affiliated with the International Seamen's Union of America and with the American Federation of Labor, takes in those men that belong to the deck crew. A large meeting room is maintained to which members may come to read or talk. When a call for men comes to the office, an announcement of the number and kind of men wanted is made in the meeting room. Those that come forward are given an employment slip on which is written the name of the man applying for the position, the name of the steamship, and the date; the slip is signed by an agent or delegate of the union. No record of jobs secured or of men sent to companies is kept.

When no men in the meeting room apply, the announcement is written on a black-board, so that men who are not in the room at the time of the announcement may have an opportunity of answering the call.

According to the agents of this union, it is not desired that the union should act as an employment agency. The agents desire that "jobs be open and free," so that any man in need of work may be able to apply at a steamship pier without having to resort to a shipping agency of any kind.

Marine Firemen's Shipping Policy.

The Marine Firemen, Oilers and Watertenders' Union of the Atlantic and Gulf, which is affiliated with the International Seamen's Union of America and with the American Federation of Labor, has offices in Manhattan and in Brooklyn. The union places its men in the same way as the Sailors' Union. The agents of the Firemen's Union were also of the opinion that jobs should be free and open to all, and that it should not be the function of the union to act as an employment agency.

Many lines employ Spanish firemen whom they are compelled to get through boarding housekeepers when the union is unable to supply enough firemen. It was the general opinion among shipping men that the Spaniards were unorganized, but clannish.

In spite of the fact that the Spaniards were thought to be unorganized, it was found that they nevertheless demanded the wages generally paid in the port. The Spaniards, however, have formed themselves into a branch of that organization whose preamble reads: "The working class and the employing class have nothing in common. Between these two classes a struggle must go on until the workers of the world organize as a class, take possession of the earth and the machinery of production, and abolish the wage system." In short, the Spanish firemen have a charter from the Industrial Workers of the World. The New York Branch has about 5000 members of whom 3000 are in good standing. It was formerly affiliated with the American Federation of Labor, but dissatisfaction with the methods of that body led to the formation of an industrial union in 1913, and it is now known as the Marine Transport Workers' Union, Local 100 of the I. W. W. Although the branch takes in all marine transportation workers, the majority of the members are marine firemen. No hiring is done through the organization by any of the steamship lines. The organization does not take part in any of the agreements between organized labor and the steamship companies, because of a direct prohibition contained in their constitution.

Members of the stewards' department are for the most part hired in a way entirely different from the hiring of the deck and fireroom crews.

It was found that most of the steamship companies have a port steward, who among other duties has general charge of the employing of the cooks and stewards. Two companies were found to hire their cooks and stewards exclusively through the Seaman's Church Institute.

The greater number of cooks and stewards for the International Mercantile Marine are hired by the Port Steward, to whom men in need of work can apply directly. The Seamen's Christian Association, which supplies men for all the other departments of the International Mercantile Marine, sends cooks and stewards to the Port Steward when there are not enough direct applications.

Among the steamship companies is one which employs almost exclusively Oriental cooks and stewards. This company encourages its chief stewards to find their own men, which they secure in Oriental boarding houses. Cooks and stewards, however, do not as a class live in boarding houses and missions, and for this reason the port stewards are compelled to seek their men elsewhere. The Marine Cooks and Stewards' Association, which is affiliated with the Seamen's Union of America and with the American Federation of Labor, claims ninety per cent. of the marine cooks and stewards of the port of New York and is a powerful factor in the placing of its men. The union was organized in 1901 and has been an active organization since 1904. In 1916 the union succeeded in organizing several non-union lines.

Marine Cooks' Agreement.

An agreement between the union and the Ocean Steamship Company of Savannah, dated April 15, 1916, reads in part as follows:

"First: That during the term of this agreement, it will employ no member of the crew or employee of the stewards' department who is not a member in good standing of the Marine Cooks and Stewards' Association of the Atlantic & Gulf, and that they will employ members of the Marine Cooks and Stewards' Association at the rates of wages hereinafter specifically set forth.

"Second: It is further agreed that should the Association be unable to procure all the help required, the Company, party of the first part, has the privilege of filling in such vacancies for one voyage or until the Association is able to fill the vacancies with competent men who are members of said Association.

"Third: It is furthermore agreed, that members of the stewards' department shall ship for one voyage only, and that they shall be paid all wages due them at the expiration of each voyage. That the port in which the crew signs articles for a voyage, shall be deemed for the York, New York shall be the terminal port; that for the trade between Savannah and New York, New York shall be the terminal port; that between Boston and Savannah, Boston shall be the terminal port.

"Fourth: It is further agreed by the Company that there shall be no cooking required in the terminal port by the regular kitchen staff."

On July 16, 1917, an agreement was entered into between the union and Eastern Steamship Lines, Inc. Part of this agreement reads:

"It is agreed between the above mentioned parties that the Stewards' Department on all ships owned, operated, and controlled by the Eastern Steamship Lines, Inc., operating in and out of the ports of Boston and New York, shall be manned exclusively by members of the Marine Cooks and Stewards' Association."

During the course of the year, several agreements were made with other steamship lines. As a result of its numerous verbal and written agreements, the union has practically closed shop conditions on the vessels sailing regularly from New York Harbor.

Union Held in High Repute.

The union is held in high repute by the employers, and when in need of men, the port stewards invariably turn to the union in order to recruit their crews for the stewards' department. The port stewards of two lines keep a list of applicants which they use when in need of men. When, however, they find themselves unable to secure enough men from their lists, they turn to the union for men.

When a call comes in from a company, an announcement to that effect is made in the union's meeting room, and the notice is written on the black-board. Properly qualified men are sent to the port steward who has asked the union for men. Each man is given a slip on which is printed the name and address of the union, and other information. Upon the slip is written the date, the name of the bearer, the position applied for, and the name of the company. The slips are taken up by the port steward, whether the man is employed or not. When the man is employed, the date of employment, his position and his wage rate are written on the card. On his return, the quality of his services is recorded. By thus keeping a record of the man sent by the union, the companies are able to keep a check on the kind of men the union sends. Consequently, the union is forced to live up to its statement, "We have the best in the business."

Officials of this union agree that the union should be the chief factor in supplying men.

The protection of the seamen from the crimps secured by the Seamen's Act of 1915, the growing power of the unions, and the scarcity of seamen have all been important factors in reducing the waning power of the crimps. Altogether, there is every reason to believe that the seamen will soon be freed forever from exploitation by the crimp.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Turmoil in Germany Follows War Defeat.

The social and industrial life of Germany has collapsed since the armistice was declared, can be said to be a summary of a report to Herbert Hoover, director general of the American relief administration, by Alonzo E. Taylor and Vernon L. Kellogg.

Regarding the food situation, these investigators declare that "from every point of view of a normal diet the food is revolting," and that the entire industrial population is much below weight. Other factors in the collapse are a lack of raw material, breakdown of railway transportation, scarcity of coal and a refusal to work by returned soldiers. Regarding the latter condition the investigators say this is the natural result of the German military discipline and four years of destruction which makes it impossible for men to immediately change their viewpoint when demobilized.

Office holders, politicians and diplomats, it is stated, "believe that the Germans will bob up serenely on their feet after being fed," but the investigators state that the more the question is analyzed the less hopeful the solution appears, because politicians are capitalizing bolshevism, playing with it in words, both for inside and outside boundaries.

Crime is rampant in Germany, offenses against the person as well as against property. The Government, it is stated, possesses neither military nor police power, as the police service was practically disbanded after the revolution. Since many inmates of jails have been released professional crime flourishes.

The investigators recommend that food and raw materials be shipped to Germany under a rationing system.

"The sooner the nation is put to the test the more directly will the response correspond to the actual condition in the German working classes. Delay is injurious to the Germans and to the Allies. It is the old problem of penology upon a national scale: shall an offender expiate by solitary confinement on bread and water or work off a fine on the stone pile? Involved are both morals and utilities."

Strong Trade Unions Enforce 8-Hour Law.

Numerous strikes are waged in France because employes ignore the national eight-hour law, recently passed by Parliament. The law provides that the various industries shall work out the details of the act, but in no case shall wages, be they piece or time, be reduced. This implied mandate that employers confer with their workers has not been accepted in all cases, and in the unorganized or poorly organized trades, where the workers have no economic power, the eight-hour day is yet a theory.

In Paris sugar refinery workers are striking for eight hours and to secure reinstatement of two victimized members of their union. Most of the strikers are women and girls.

The military trade, which employs thousands of girls, also ignores the law, and nine and one-half hours is the rule.

By suspending work, threadmakers at Milhouse, Alsace Lorraine, forced employers to grant eight hours and increase wages 65 to 80 per cent.

Disease Costs Billions.

Economic loss in this country from preventable diseases is estimated by American Medicine at $2,500,000,000 a year. This conclusion is based on an elaborate study of the subject by the Illinois Health News, which shows that in 1918 in Illinois alone illness and death from such diseases entailed a loss of $24.67 for each man, woman and child in the State. Although the general death rate in Illinois was at the low figure of 14.2 per 1000 of population, the loss from the principal preventable diseases amounted to $15,881,685, or 6.01 per cent. of the total property value of the State.

"If this ratio of per capita cost," American Medicine says, "were to apply for the entire United States the loss during 1918 would amount to more than $2,500,000,000. The Illinois figures, however, merely considered the cost of the following communicable diseases: Typhoid malaria, smallpox, measles, scarlet fever, whooping cough, diphtheria, meningitis, poliomyelitis, tuberculosis and pneumonia."

Advice to Judge.

In issuing an injunction against several thousand employes of the Overland automobile plant, Toledo, Ohio, Federal Judge Killets ruled that the number of pickets would be limited and that these should be Americans.

Editor Keating of the Union Leader, says: "It is to be hoped that the judge will apply this rule to the imported strikebreakers."

The employes were locked out when they refused to accept a 48-hour week. For over three years the rule has been 45 hours. One of the company's selling agents in the South asked Judge Killets to order the plant to be reopened as its shipments were interfered with. The court appointed an agent to "operate" the plant, whose officials threaten to move the works elsewhere. Bankers, merchants and newspapers are terrified at the threat and have swung behind the company. The locked-out employes, however, recall that this statement has been made many times before in other disputes.

Unionists Must "Book Up."

A knowledge of trade and business relations must be acquired by trade unionists if industrial democracy is to be a fact, declared President Matthew Woll of the International Photo Engravers' Union, in the call for the coming convention of that organization, to be held in St. Louis, the third week in August.

"If," said the trade unionist, "we are to exercise an impelling voice in industry—if we are to experience a true industrial democracy in our craft—if we are sincere in our profession that we want to rule the industry jointly with our employers, then it

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volhard-ing," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The English Co-operative Wholesale Society has, in some respects, reversed its former labor policy by deciding, after conferring with the trade unions concerned, that all their employes engaged in productive employments—some 30,000—must be members of unions.

To understand the social and economic situation in Germany one should keep in mind the vast increase in the number of female industrial workers during the war. According to a recent report of the Metal Workers' Trade Union, the organized women members of that trade alone have increased from 13,000 in 1914—6.6 per cent. of the total number of employes—to 625,000—nearly one-third! Women in that industry have more than doubled in the one year 1917.

By a majority of 11 votes in a conference of 169 delegates the annual conference of the Victorian branch of the Australian Labor party rejected the motion submitted by the one big union advocate, in which the "O. B. U." preamble which it is proposed to substitute the "O. B. U." preamble (which is practically the same as the I. W. W. preamble) for the old objective of the party, and to exclude all employers from the Labor party.

A declaration by the New South Wales Board of Trade as to the "living wage" to be paid to adult females in the metropolitan area of Sydney was pronounced on December 17, 1918, and supplements the declaration as to the "living wage" payable to male adults in the same area. The amount of the "living wage" to be paid to adult females in the area referred to is declared to be 7½d. an hour, or 5s. a day, or 30s. a week. The wage thus defined is stated in the declaration to be "the minimum wage which should be provided to cover the cost of living of the adult female worker of the poorest class maintaining herself, but having no other responsibility, and living away from home in lodgings."

The Federation of Engineering and Shipbuilding Trade Unions of Great Britain has refused to take over the national Shipyards at Chepstow and Beachley, which the Government, after trying for several months to sell to various private firms as well as to the Co-operative Wholesale Society, offered to the unions. The Admiralty took control of the yards in 1917, nominally with the purpose of expediting shipbuilding, and embarked upon an extravagant plan of expansion. In spite of an enormous outlay, the Government has not succeeded in making the yards pay, partly because the plan of Sir Eric Geddes, to work them with the labor of soldiers and prisoners of war, was defeated by the trade unions on the ground that it might be a menace to other shipbuilding centers. The reason upon which the Federation based its refusal of the Government's offer was that such a venture was contrary to its policy, which favors the development of national resources under Government ownership. The Federation demanded that the yards remain the property of the nation, and be carried on in the national interest.

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San Pedro Letter List

Aagard, Anfin	Larsen, Martin
Aalto, Harry	Lato, Ely
Altman, E.	Lagerwold, M.
Anderson, Gust	Lechemus, Bill
Annes, Robert	Lindholm, Chas.
Ako, Jack	Lindstrom, J. A.
Anderson, Sven	Linden, Chas.
Anderson, Frank	Middling, J. M.
Amundsen, Pete	Malmberg, Ellis
Andree, E. A.	Mamers, Chas.
Baggs, H. L.	Martinsen, George
Billington, I. A.	Magnusen, Karl
Bergh, B.	Monterro, John
Berglund, E. J.	Nelson, Harry
Bernsson, Berger	Ole, Olesen
Brown, Parry	Olsen, O. W.
Brandes, W. M.	Olsen, Martin
Bruce, Albert	Olsen, Nick
Brelen, Hans	Osterhaff, Henry
Carier, Peter	Petz, Fritz
Corregsona, Vincent	Petersen, Hugo
Craig, Thomas	Peters, Joseph
Davis, Orville	Raaum, Henry
De Nord, J.	Ragmund, Frank
Eklund, Waino	Raytke, Otto
Evensen, Ed.	Roed, H.
Exlesan, Herman	Roed, L. A.
Falvig, John	Rosenblad, Billy
Forsman, Nils	Rosenthal, Walter
Fraser, Alexander	Samson, Louis
Fickle, Omer	Scurankesken, Merinius
Granthal, Arthur	
Graners, Gust	Skogberg, J.
Gunnerud Torvald	Smeborg, Olaf B.
Grundwald, Alvis	Smith, Emil
Grassen, Yan	Stolzerman, E.
Greenwald, John E.	Stratten, M.
Hansen, Olaf	Sanders, Chas.
Halmstrom, F.	Swanson, Ben
Haeik, A.	Sheild, Oscar
Hagberg, Aksel J.	Thompson, Alex.
Holm, Nils W.	Thompson, Maurice
Hyon, L.	Thorntund, J. N.
Iversennsen, Fred	Tiller, Edw.
Johannson, N. A.	Thoren, E. A.
Johanson, John	Toivonen, F.
Johanson, Fritz	Tysk, J. H.
Johanson, J. A.	Vizcarra, Oscar
Johansen, Carl	Wrigg, F.
Jones, Erest L.	Wilhalmson, Karl
Johnson, J. E.	Wahl, J.
Johnson, George	Wiklund, T. J.
Jonasen, J.	Wichman, Carl H.
Jensen, Jens	Yeaman, W. E.
Larsen, Johan -1542	Zunderer, Heo

INFORMATION WANTED.

I am representing most of the crew of the S. S. "J. E. O'Neil," in the matter of their claim for salvage services rendered to the steamship "Oregon" on or about January 19, 1918, about 300 miles off Honolulu. The following awards were made to the vessels which assisted in the salvage operations: Steamship "Lurline," her master, officers and crew, $18,000; steamship "President," her master, officers and crew, $1750; steamship "J. E. O'Neil," her master, officers and crew, $6872. One-quarter of the $6872 was allowed to the master, officers and crew of the "J. E. O'Neil." All those members of the crew who have not yet filed their claims should do so at once in order that the claims of the entire crew will be presented at the same time. Silas B. Axtell, One Broadway, New York. 7-9-19

Anyone knowing the whereabouts of Calvin Pickett, last heard of in Port Arthur, Texas, February, 1918, will please notify G. Schroeder, Agent, Eastern and Gulf Sailors' Association, Port Arthur, Texas. 7-9-19

Members of the crew of the S. S. "Argonaut," who assisted in the salvage services to the S. S. "Jason," at the time she was in distress off the coast of Florida, on or about January 1st, 1918, will kindly call or communicate with the undersigned who is representing most of the officers and crew of the S. S. "Argonaut." Silas B. Axtell, One Broadway, New York City.

Charles L. Carlsen, No. 1834, who disappeared from the barge "Isaac Reed" at Eureka, California, on December 31, 1918, is inquired for by his wife, Mrs. C. L. Carlsen, 107 Courtland Ave., San Francisco, Cal.

I have been informed that a number of attorneys have requested members of the crew of the S. S "Abangarez" to file claims for salvage services rendered to the bark "Ninfra." For the information of such seamen, it might be said that a settlement has been effected in the sum of $50,000 through an arrangement made by me as representative of a few of the crew, with the attorneys for the owners of the 'Abangarez." It is agreed that the crew shall receive one-fourth of the award, about $12,500. All the crew need to do to get their money is to apply to the owners. Members of the union applying here can get their funds without any charge whatsoever for services rendered by this office. S. B. AXTELL, 1 Broadway, New York, N. Y. 6-18-19

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Pacific Coast Marine.

Libel against the Dutch steamship "Billiton" has been filed in the United States District Court by W. R. Grace & Co. Damages amounting to $1624 on 100 barrels of lumbang oil transported from Manila and alleged to have been delivered in bad condition is demanded.

The report for the fiscal years of United States Tea Examiner L. G. Fenton of Tacoma shows that the district leads all examining ports in the United States. For the year 46,080,625 pounds of tea were examined, an increase of more than 500,000 pounds over last year.

A series of important conferences on Seattle's free port project and Alaskan development have taken place between United States Senator Wesley L. Jones and members of the foreign trade and Alaska bureaus of the Seattle Chamber of Commerce.

Complete in every detail, the wooden steamship "Albert Metin" has been formally accepted at Seattle by the French High Commission and started outfitting for her maiden voyage. The vessel will be made ready for sea by the Thorndyle Trenholme Company, Incorporated, Pacific Coast agents for the French High Commission.

Members of the crew of the French warship "Kersaint," which was wrecked some months ago in Tahiti waters, arrived at San Francisco during the week on the steamship "Moana." They are on the way to France. The officers of the vessel passed through here a month ago on the way back to Paris.

It is expected that the Todd yard at Tacoma will have two launchings this month. Plans are now under way to put two vessels in the water. These vessels are of 7500 tons each. It is believed that under the arrangements being made with the Shipping Board, all contracts awarded this company by the board will be completed. Twelve vessels were suspended last winter.

The barkentine "Benicia," in San Diego since June 6 undergoing repairs to hull and deck, has finally sailed for Beria, Portuguese South Africa, More than 300,000 feet of lumber, comprising the deckload of the craft, had to be removed in order to assure the underwriters that the vessel was seaworthy. The "Benicia" encountered rough seas while en route down the coast from Coos Bay.

The 7500-ton concrete tanker "Clyamaca," under construction at the plant of the Pacific Marine and Construction Company at San Diego will be launched October 1, it was announced by officials of the concern. The "San Pasqual," a sister ship, will be launched from the local yards a month later. Fittings for both ships have been received. When commissioned the ships are to be operated in the Tampico oil carrying trade.

On a cruise of Alaska waters, the steam yacht "Aquilla," owned by H. F. Alexander, president of the Pacific Steamship Company, and D. C. Jackling, millionaire copper mine owner, will sail from Seattle July 10, in accordance with arrangements just completed. Jackling and a party of friends will be aboard the vessel. Alexander was not able to make the cruise because of important business engagements in San Francisco.

The West Kada, 8800-ton steel ship, was launched at 5:25 o'clock in the afternoon of July 2 at the Schaw-Batcher Shipyards in South San Francisco. The "West Kada" was sponsored by Mrs. John H. Rosseter, wife of the director of operations of the United States Shipping Board. It slipped from the ways broadside. The "West Kada" was the eleventh ship launched at these yards. Two more are on the ways and will be launched soon.

Joseph J. Tynan, of San Francisco, has received a telegram from Harrison S. Robinson, secretary of the California Committee on Shipbuilding that went to Washington to confer with Chairman Hurley, stating that Congress has agreed the Shipping Board shall spend $704,000,000 this year on new ships, of which sum Congress has voted $356,000,000. The difference is to be made up in various ways. The telegram states that Congressman John I. Nolan of San Francisco led the fight for the shipbuilding program.

The 9400-ton steamship "Naugus" was launched on July 2 from the ways of the Moore Shipbuilding Company at Oakland, Cal. Miss Norta Hansen, Victory Loan worker, sponsored the craft, which is the thirty-second to be sent into the water from the Moore yards. A bottle of sparkling California wine saved for the occasion, gave what will probably prove to be one of the last "wet" christenings to an American ship. A banquet at the Hotel Oakland followed the launching. On Admission Day, September 3, six ships will be launched in the Moore yards as part of the celebration planned by the city.

As soon as the whaling trawlers, "Port Saunders" and "Hawk," which have arrived at San Francisco from Newfoundland after a voyage of fifty-two days, can be placed in commission by the California Sea Products Company, their purchaser, the tug "Hercules," which has been experiencing a profitable whaling season in Monterey Bay, will be turned over to Walter S. Scammell & Co. Scammell purchased the "Hercules" some time ago, but the tug was retained by the California Sea Products Company for use until the arrival of the British whalers.

The hospital ship "Comfort," which arrived at San Francisco during the week from Charleston, S. C., is at Mare Island to undergo repairs to fit her for full service on the arrival of the big fleet from the Atlantic next month. The "Comfort" will be stationed here as a part of the Pacific fleet. The mercy ship brought fifty-five convalescent sailors and marines from the Atlantic. Most of them are California men. The "Comfort" was in service on the Atlantic during the war. The vessel was painted white, with a broad green stripe above the water line and red crosses on her stacks to identify her as a hospital ship.

The three-masted schooner "Gardiner F. Williams," Captain Elliott, which sailed from San Francisco January 24 for Cape Town, has arrived at the African port. According to advices received by the marine department of the Chamber of Commerce, the "Williams" arrived June 29. This makes a voyage of 165 days and is considered a long one. In fact, local circles were filled with rumors recently that all was not well with Elliott's ship. It is considered that 100 days is a fair voyage at this season and the experts are wondering what could have happened to make the trip so slow. The message said that all was well.

The Shipping Board has received advices from Washington that the Emergency Fleet Corporation has taken over the American rights to manufacture a standard European Diesel engine and will do so on a great scale. A contract for construction of these engines has been let in Pennsylvania and it is said that a completed Diesel engine, after three months, can be delivered every day. Before the end of the year it is proposed to increase production to two engines a day. In determining on motorship construction the Shipping Board has followed the lead of Scandinavian countries and Great Britain.

That San Francisco can build the best ships in the world is the declaration of John H. Rosseter, director of operations of the Shipping Board, now in San Francisco. Before returning to Washington, Rosseter said, he will call a conference of local shipping men to get a statement of their needs. Ships can be built here and in other Pacific Coast shipyards more cheaply than anywhere else in the country, Rosseter asserted. Rosseter has evolved a new type of steamship which is named for him. He strongly favors motorships and declares that if the United States will build the ships there is no reason why this country should not become the greatest maritime power of the world.

There were many sore hearts among salt-water navigators in San Francisco when it was announced that Captain J. M. Healey, for many years master of the United States Army transport "Sheridan," had been appointed bar pilot. Healey was a "dark" horse among the 300 candidates, more or less. The appointment was made by the State Pilot Comissioners at the suggestion of Governor Stephens. While the losers for the prize were consoling one another, the best they could, the hundreds of friends of Captain Healey were congratulating him on his appointment. Captain Healey succeeds as a pilot the late Captain Fred Mathieson. There are twenty bar pilots, whose duty it is to take the ships in and out of the Golden Gate.

Several British airplanes will start across the Pacific on August 15, from San Diego, Cal., bound for Australia, according to a statement made by Captain William McDonald of Melbourne, formerly in the Canadian flying service, who is on his way to Southern California, via Seattle. He stated that while full details of the trip have not been decided upon, the date of the start has been set and that the trip would be made with stops at Honolulu, Gutta Percha, a small British island near Guam, and Nagasaki. He said he will pilot one of the planes himself. Aviation officers at San Diego received with surprise the statement of Captain William McDonald that several British airplanes would be brought to San Diego for the start of a flight across the Pacific. The statement by Captain McDonald, it was said, is the first intimation they have received of any such plan and until more details are received they stated that they could not talk for publication.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

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328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 9, 1919.

THE STRIKE IN CANADA.

Ever since members of the Sailors' Union of the Pacific at Vancouver and Victoria, B. C., became involved in the general sympathetic strike arising from the Winnipeg situation, the JOURNAL has been anxious to present its readers with concrete facts upon the strike. This, however, has been virtually impossible because available information has been meager and always contradictory.

Now the general strike has been called off where it originated and the strikers are going back to their old jobs. Official notice of the ending of the strike in Winnipeg which began May 15 was sent to Premier Norris of Manitoba by Alderman Ernest Robinson, secretary of the strike committee at Winnipeg. It is said that the basis of the settlement finally came when the strike committee put forward a proposition that if the government would appoint a commission to investigate the strike and settle all disputes, they would call off the strike. Accordingly, it is understood that the government will appoint Judge Robson as a one-man commission for the fullest investigation into the causes of the strike and to make recommendations to the provincial government.

It should be distinctly understood in this connection that in joining the general strike the Vancouver Trades and Labor Council prepared its own ambitious bill of grievances and outlined a "strike policy" for the workers in Canada. These demands are herewith reprinted from the British Columbia Federationist:

1. The re-instatement of the postal workers who struck in Winnipeg.
2. The immediate settlement of the postal workers' grievances.
3. The right of collective bargaining through any organization that the workers deem most suited to their needs.
4. Pensions for soldiers and their dependents on the basis laid down by the soldiers' organizations.
5. The minimum recompense for service overseas by the granting of the sum of $2,000 gratuity.
6. The nationalization of all cold storage plants, abattoirs and elevators, with a view to removing the evil of hoarding of foodstuffs.
7. The enactment of legislation to provide for the six-hour day in all industries where unemployment is prevalent.

Failing the granting of these demands by the Dominion Government, the workers continue the strike until the present government resigns and places these matters before the electorate.

Just how the termination of the strike at Winnipeg will affect the workers in British Columbia, who walked out in sympathy with those who have now returned to their jobs, is difficult to understand. According to the very latest reports the strike has been officially called off by the British Columbia unions, the membership returning to work under protest.

However this may be, the foregoing, in brief, are the salient features of the Canadian strike situation. Absolute reliability of this review is not claimed for, as already indicated, every statement and every claim made by either side has been promptly challenged by the other. It is quite certain that the Canadian authorities went the limit in intimidation. For examlpe, under a law passed and enacted in one hour, authorities in Winnipeg arrested ten strikers, alleged to be aliens, and a trial was given them behind closed doors. What actually took place at the hearing can only be surmised. The authorities announced soon after the arrests and before the trials began that those arrested would be deported by the end of the week, which indicates that they were convicted before being arrested.

It is equally certain that serious blunders were made by the strikers. In Vancouver, printers, enjoying union conditions, refused to set type for alleged "unfair" articles attacking the strikers. Yet the workers have always bitterly resented similar tactics of suppression by the other side. Trade-unionists, and particularly those who claim to be radical, can ill afford to act as press censors.

As for the net results of the Canadian strike we must perforce wait and see. At this stage it would be presumptuous to arrive at conclusions or indulge in carping criticism.

HIS "SOCIAL POSITION."

The telephone girls at San Francisco and elsewhere are on strike for a pitifully small increase in their starvation wages.

The telephone company—backed by that arrogant misfit, Postmaster-General Burleson, late "thought controller" of the American people—refuses to grant the increase and declines to submit the question to arbitration. Some bluff at giving service has been made by the company but California girls do not go scabbing; hence prospects for the strikers are good, despite Mr. Burleson.

An effective picketing system has been introduced by the striking girls whose enthusiasm easily makes up for lack of experience in this particular work. As usual, in such cases, a few extraordinary justifications have been offered by strike-breakers. Here is one, not only extraordinary but decidedly original. This is what a lady (?) strike-breaker said when approached by the pickets:

> Personally, I would join the union, but my brother is attending the University of California, and if I went on strike it would injure his social position in Berkeley.

Surely, this is worthy of note.

In the days gone by the University of California could always be depended upon to furnish a quota of strike-breakers when workers quit their jobs to enforce demands for better conditions. Protests never obtained any results because those who serve on the Board of Regents, which is the managing committee of California's State-owned University have always been carefully selected from the "upper strata." No workingman and no representative of the workers has ever had a chance to break into those august circles. Thus, we have a State University, maintained by taxes levied upon all the people but managed and controlled by a numerically insignificant class—the financial group.

This fact, and its perfectly natural sequence, has produced an atmosphere at the people's (?) university which encourages strike-breaking and has doubtless put into the deluded mind of the "lady" strike-breaker the notion that participation in a fight for industrial justice "would injure her brother's social position" at the University.

Truly, this should be enough to make all real men sit up and take notice of ways, means and methods in vogue at our so-called higher schools of learning.

WATCH NORTH DAKOTA!

The right of a State to engage in a private business with the aid of State funds and moneys raised by direct taxation has been sustained by Federal Judge C. F. Amidon of the United States District Court at Fargo, North Dakota, in a sweeping decision in which he dismissed the suit of certain State taxpayers who sought an injunction to prevent the use of State funds in establishing State banks, mills, elevators and packing houses.

The suit was an attempt to forestall the State industrial program endorsed by the Non-Partisan League and passed by both Houses of the Legislature last winter. It is the program that a majority of the residents of North Dakota have favored for many years and have just again upheld in a State-wide Referendum vote.

The peaceful social revolution of North Dakota commenced years ago. The beginning was an effort to emancipate the farmer and give him control of his own business, by eliminating the middleman. In the election of 1914, eighty-three per cent. of the vote was cast in support of a proposition for the establishment of State-owned terminal elevators; but the old line standpat Legislature rejected the proposal. Then the farmers organized. In the June primary of 1916 the League polled more votes than all the other parties put together; and in the fall it elected all but one of the State officers, a large majority of the House, and eighteen out of twenty-five members of the Senate. Half of the Senators held over, however, and the Senate was able to defeat the plans of the League. At the next election, in November, 1918, the League swept the State.

Meantime the program of reform had widened. Something more than State-owned grain elevators, it was perceived, was needed in order to eliminate the middleman; and the elimination of the middleman, even if that were accomplished, was only one of the steps in the large process of emancipation. The specific demands on which members of the League were elected last November and which have since been enacted provide for State-owned terminal elevators, flour mills, and cold storage plants, with an industrial commission to supervise their operation; a State bank with a capital of $2,000,000, in which all State funds will be deposited, and which, besides doing the usual banking business, will make first-mortgage farm loans at a low rate; a State building association empowered to erect dwellings for farmers and

industrial workers, payment to be made on an amortization plan; State hail insurance, a matter of peculiar importance in the prairie States; workmen's compensation, an improved initiative and referendum, and an attack upon speculative landholding through the exemption of improvements from taxation.

Reactionary appeals to the courts having failed, the League is now about to carry out the full program outlined above. It is an experiment worth watching for, to date, the much maligned Non-Partisan League has stood up bravely under every test and has furnished perhaps the most potential proof that a form of government may be radically changed without bloodshed.

JUSTICE FOR MOONEY.

In rejecting the proposal for a general strike as a means for securing a new and fair trial for Mooney and Billings, the American Federation of Labor Convention did not reverse its previous sympathetic attitude toward those two imprisoned men. It is true, deliberate efforts have been made to create such an impression but the fact is that the convention did adopt the following clear-cut report of the committee which had considered the Mooney case:

Your committee is firmly and unanimously of the opinion that a new trial of the accused has become an imperative necessity in order that the evidence presented by the prosecutor's office may be reviewed by another court and jury; and, furthermore, that there may also be presented in court the testimony and evidence, which has been circulated in this and other countries, which has aroused the widespread impression that motives and methods of a most sinister character, and evidence of a perjured nature were responsible for T. J. Mooney's conviction.

Your committee, therefore, recommends that the executive council be, and is hereby instructed to give their early attention to the devising of such practical ways and means as will aid in securing a new trial for Thomas J. Mooney and also the presentation before the court of the testimony and evidence presented since the trial, the character of which has created the belief that a most grave miscarriage of justice and perjured testimony were responsible for the conviction and sentence.

This should leave no one in doubt as to the position of the American Federation of Labor. If language can mean anything, it means that the Federation will "formally and officially" devise such practical ways and means as will aid in securing a new trial for Thomas J. Mooney.

Oscar Keller, Independent Labor and Non-Partisan candidate, has been elected to Congress from Minnesota to fill the vacancy created by the death of C. C. Van Dyke. Mr. Keller was a City Councilman in St. Paul at the time the Non-Partisan League convention met in that city. When the Governor and the Mayor refused to welcome the convention, but stationed troops around the meeting hall of the farmers, Mr. Keller stepped forward and delivered the address of welcome. At the local election following this incident he received more votes than any candidate ever got in that city. His promotion to Congress seems to indicate that the cry of "sedition," so often raised during the war by the interests and their lackeys, is no longer effective for any practical purpose.

In the sentimental view the exclusion of Asiatics is regarded as a denial of the Brotherhood of Man; practically, however, it is but an application of the principle of self-preservation, which recognizes no question of lineage.

DELEGATE'S REPORT.

Washington State Federation of Labor In Annual Conclave; Synopsis of Proceedings.

To the Sailors' Union of the Pacific; Comrades:

The Washington State Federation of Labor met in its eighteenth annual conclave at Bellingham, Washington, June 16th and continued in session to June 21st inclusive. There were 722 delegates present, representing 270 unions. The report of the secretary-treasurer for the fiscal year ending March 31, 1919, shows 263 unions affiliated with a membership of 52,000. The balance on hand April 1, 1918, was $6974.64, total receipts during the year were $24,548.94, total disbursements $25,473.24, leaving a balance on April 1, 1919, of $6,050.34.

The report of the president and of the executive council showed a number of bad measures, introduced by enemies of organized labor at the State Legislature, defeated through the efforts of the Federation's representatives. The report also recorded that many measures for the benefit of labor were passed and that the State of Washington still retains the lead among the States of the Union for the enactment and enforcement of progressive labor legislation.

The proceedings of the convention from start to finish were marked with great enthusiasm, great noise and many near riots. Six brawny sergeants-at-arms at times could barely manage to have the chairman's orders respected. Also from start to finish of the convention there was a spirited contest between the progressive trades unionists in control of the administration of the Federation and the ultra-radicals allied with the Socialists who sought their defeat. The radicals won in the main on the resolution field. The administration forces, by retaining the president and six vice-presidents, the radicals securing only the offices of secretary-treasurer and one vice-president, continue in control of the policy of the Federation which, governed by the constitution strictly in line with the constitution of the American Federation of Labor, cannot be materially affected by the passage of resolutions directly in opposition to the constitution.

Harry Wright, delegate from the Longshoremen's Union of Tacoma, who stated the Pacific Coast locals of longshoremen were now voting to withdraw from their international, introduced the One Big Union resolution. It was carried, through clever camouflaging of its secession meaning, by declaration of loyalty to the internationals and the A. F. of L., stating it only called for a referendum vote of the membership of the unions of the State. The opposition to the O. B. U. plainly stated this called for secession from the internationals and was merely a clever move of the I. W. W. to resurrect its principles and policy under the guise of the O. B. U. The opposition further contended that unions voting on such a resolution violated the fundamental laws of their internationals and laid themselves open to loss of their charter.

This resolution minus several whereases, reads:

"Resolved, That the State Federation of Labor in convention assembled, recommend that each local affiliated union vote upon the advisability of forming one big union along industrial lines, and that should the majority of numerical vote of the rank and file vote in favor of the industrial unionism that the State Federation of Labor issue a call for a special conference to be held in the city of Seattle not less than 60 days after the final count of the votes to outline the form of organization."

The Duncan plan of re-organization of the A. F. of L. was, over the protest of its proponents, referred to this conference. It is very likely that many unions of the State will not vote on the O. B. U. resolution, just as many unions throughout the country did not vote on the Mooney strike resolution submitted by the Mooney Defense League. In that event a few of the unions of Seattle and Tacoma, the seat of radicalism, with their large membership, will numerically carry this secession conference plan. The interested internationals will then have to use their disciplinary powers to kill off this secession move in its infancy.

The convention passed the following resolutions in reference to the Seamen's Law:

"Whereas, the Seamen's Law of 1915 has given the seamen of the United States and all seamen coming to United States ports the right to quit their vessels in a safe harbor and otherwise improve their conditions and increase the safety of life at sea; and

"Whereas, Under this charter of freedom, substituting the old status of practical serfdom of seamen, the wages and general working conditions of American seamen have been so improved that the calling of a seaman is attracting in ever increasing numbers the American boy, thus supplying the demand for seamen to man the steadily growing American merchant marine; therefore, be it

"Resolved, By the Washington State Federation of Labor, that we pledge our fullest sup-

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 7, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good. Proceeded with voting on donation of $250 to the Telephone girls now on strike.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., June 30, 1919.
Sympathetic strike called off.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., June 30, 1919.
General sympathetic strike called off.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, June 30, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, June 30, 1919.
Shipping quiet.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, June 30, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, June 30, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, June 30, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 23, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 3, 1919.
No meeting; no quorum. Shipping fair.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, June 25, 1919.
No meeting. Shipping medium.

LEONARD NORKGAUER, Agent.

Grand Trunk Dock Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, June 27, 1919.
No meeting. Shipping fair on steam-schooners; scarcity of galley- and cabinmen.

JOE MACK, Agent.

No. 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Ernst W. Ekelin, No. 738, a native of Sweden, age 35. Died at sea, November 8, 1918.

Frank Joranson, No. 84, a native of Finland, age 54. Died at San Francisco, Cal., July 3, 1919.

Bernt Onensen, No. 367, a native of Norway, age 52. Died at San Francisco, Cal., February 26, 1917.

Peter Paulsen, No. 648, a native of Norway, age 48. Died at San Francisco, Cal., July 3, 1919.

In the current number of the Record, published by the home office of the Fireman's Fund Insurance Co., there appears a reproduction of the San Francisco directory's cover for 1863-4, to show that the company which was organized in the year 1863, began its career with display advertising. That there is value in advertising is shown by the fact that there was unusual insurance activity at that period, but most of the companies listed in the directory have long been forgotten.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

In the last two days before adjournment at Atlantic City the American Federation of Labor went on record in favor of the 44-hour work week, with double pay for all overtime; welcomed the half million members of the railway brotherhoods who are seeking admission to the American Federation of Labor; extended recognition to the Irish Republic, endorsed the strike of the commercial telegraphers, and demanded the creation of standards of employment in the Government service, with special reference to the overworked railway mail clerks.

The convention failed to satisfy either the radicals or the reactionaries. It followed a distinctly middle of the road course. The internationalists present were bitterly disappointed because the convention did not follow the working class example in England, France and Italy, with respect to expressing sympathy for the Soviet governments of Russia and Hungary. Reactionaries throughout the country believe the advocacy of a 44-hour week is revolutionary beyond anything the social structure of the United States can endure. And the further declaration of the convention that it will support movements to compel a still shorter work-week leaves the conservatives without words to express their dismay.

Observers in Washington believe the American Federation of Labor will not have to go abroad for things to fight about during the next twelve months. Its announced determination to organize the steel workers constitutes a challenge to the big corporations that control industry, recalling the bloody days of Homestead and the autocratic decades since then, during which town and county officials throughout the steel district have obeyed the command of the corporations and forbidden labor organizers to voice their "seditious" doctrines within city or borough limits.

When the armistice with Germany was signed last November there were 3,000,000 men employed at making steel in the United States. The number to-day is 1,900,000. The others have been discharged. They are idle. Their pay has stopped. Unemployment is spreading fast in the steel country. And the cost of living continues to soar. This is only one industry. Other industries have turned out their hundreds of thousands since the Government began to cancel its war contracts.

The American Federation of Labor proposes to meet this lay-off of one third of the steel workers by reducing the work day by one-third—by cutting it from 12 hours to 8 hours. And they would follow the same shortening practice in other industries, believing that to do so is sound both economically and socially: economically in that it would give employment to the present labor surplus, including the returned soldier; and socially because it would give the worker that period of daily leisure which is necessary if he is ever to share in the cultural blessings of existence.

Your correspondent recently discussed these matters with Basil Manly, joint-chairman of the War Labor Board. Mr. Manly is not very optimistic. He thinks we are heading into a lot of trouble during the coming winter.

"The world's stock of both food and manufactured products is very low," he said, "and the United States is the only place where a surplus of either may be said to exist. Europe needs both food and fabricated articles, but it must have food first. During the next year Europe will buy our food in large quantities, offering any price that must be paid, because the issue is one of life and death.

"That means that the price of food in the United States will keep on going up. This will be good for the American farmer, but what about the American town and city worker? For the latter the situation will be entirely reversed.

"Europe is not buying the products of our mills and factories to any considerable extent; and she will not buy them to amount to anything for a good while to come. She hasn't the money. And, since Uncle Sam has cancelled his war orders, our industries find themselves cut off to a large extent from both domestic and foreign markets. The wheels are slowing down. And the more our own people have to pay for food the less they will have to invest in manufactured products, aside from bare necessities. As prices go up, jobs become scarcer. We are facing a critical issue."

Chairman Manly believes that both educational and constructive measures should be applied immediately to meet the coming situation. "The education is needed chiefly among employers and members of the leisure class," he says. "The worker is better informed than any other type of citizen respecting the fundamentals of this matter. It is the others who must be taught to meet the worker half way in bringing about the necessary readjustment. The world war has reduced the world's larder, and trouble will follow if the men and women who work for wages are asked to go on short rations while the others enjoy the same they have always had. The deficit must be justly distributed."

Mr. Manly wants the President to summon a congress of employers and labor men to prepare for the future by facing the facts and making ready for the new era of industrial democracy which he believes must shortly be inaugurated. Senator Poindexter has presented a resolution which directs the President to call such a congress, but his resolution does not cover Manly's idea except in general principles.

"The delegates to this industrial congress should not be named by the President," he explains. "They should be selected by the bodies they are supposed to represent. Democracy requires that, and democracy should be the chief aim of the congress and of all who attend it.

"The British employer realizes that the war has swept away the whole foundation of industry as it used to be conducted," Manly adds. "He knows that both management and profits must be shared with the workers, and he is willing at present to meet with the workers to arrange the details of this joint-partnership and division. We can do no better than follow the British example here. America could not escape being involved in the world war, and we cannot escape sharing in its consequences. We were slow to prepare for hostilities, but we should make all haste to prepare for what has come in the wake of the war.

"The work of the War Labor Board has shown that far-reaching agreements between workers and employers can be attained if the two groups can be brought together to consider the facts. The industrial congress which I propose would constitute such a getting together. It would not legislate. It would promote voluntary agreements, which are much better than legislation in many cases."

* * *

With such states as Pennsylvania and Massachusetts tumbling over themselves to endorse the Anthony amendment to the Constitution, the chances are excellent that all the women in the United States will help select the next President, if they want to. Governor Goodrich of Massachusetts recently sent out requests to 30 State governors asking them to call special sessions of their legislatures to pass on the suffrage amendment. Twenty-five of these governors have agreed to do so.

The suffragists are pushing their campaign in every quarter. Legislators are being urged to petition governors to call extra sessions. In this connection a very interesting letter was received the other day by Governor Sproul, of Pennsylvania, from Mrs. Charlotte L. Pierce, of Philadelphia. Mrs. Pierce knew Susan B. Anthony at Seneca Falls, in 1848. Her letter reads:

"Will you please accept the congratulations of an old woman, who has been a life-long worker for Equal Suffrage, upon your privilege of being in office at a time which witnesses the completion of this movement in Pennsylvania. As a girl of 18 I attended the early meeting held at Seneca Falls, N. Y., in 1848, and it is a great satisfaction to see the day when this bill comes before you and the great end is attained."

Liberals are recalling the time when Susan B. Anthony insisted upon voting in New York State, many decades ago, and was placed under arrest as an enemy of society. The judge before whom she was arraigned employed that ancient form of denunciation which never grows stale in the mouths of reactionaries, saying: "Madam, if this country is not good enough for you as it is, why don't you leave it and go somewhere else?" It seems to be a fortunate thing for human freedom that some agitators insist on staying where they are not wanted.

* * *

Conservative betting on the League of Nations is now about three to one in its favor. The country is still in favor of peace so strongly that it is willing to pay a heavy price for it. Senatorial opponents of the league have said enough to indicate that America becomes pretty deeply involved in foreign affairs by this step, but the mental retort to critics is that the absence of a league did not keep us out of the world war. The big financiers, also, are now united in defense of the league, so Republican opposition will soon die out.

* * *

Postmaster-General Burleson gave a sharp rebuff to the Committee named by the American Federation of Labor convention to see him in behalf of the striking telegraph operators. Ten days earlier Burleson had warded off a strike of the electrical workers union by conceding their right to collective bargaining. The later delegation went to ask him why he would not grant the same right to the telegraph operators. In his reply to the delegation Burleson chose to ignore his policy toward the electrical workers and to make the pompous assertion that "established governmental policies shall not be abandoned,

nor governmental powers surrendered to employes because of threatened or attempted strikes." In the case of the electrical workers Burleson discovered that what he calls "established governmental policies" were nothing more than the personal rulings of Burleson, which could very conveniently and properly be altered in face of a threatened strike.

* * *

The plan of world financiers to create an international consolidation is severely criticised by George P. Hampton, director of the Farmers' National Council, with headquarters at Washington.

"This plan of the financial interests of America is directly opposed to the plan of the farmers of America," says Mr. Hampton. "The farmers' program states that among the instrumentalities to make the League of Nations really effective is an International Investment Board. It states that foreign investments have been a prolific source of misunderstandings between nations, and, if unregulated, will in future lead to conditions that may make war unavoidable. Because of this fact the farmers so insistently advocated an International Investment Board to prevent the investment of money by one nation in another unless justified by conditions agreeable to the nation in which the investment is made, and to prevent the use of force by any nation to protect or to promote the investments of its nationals."

Referring to the great debts piled up by all belligerent governments during the war, Mr. Hampton says: "It is necessary that this indebtedness be liquidated, and that pending such liquidation governments should be in complete control of international investments. The plan of the financiers is dangerous to the working people, and opposed to the very principles for which America entered the war."

THE AWAKENING.

(By Henry A. McAnarney.)

In the heyday of the Czars of Russia education was the exclusive privilege of the upper classes.

The education of the peasantry was forbidden by decree; violation was a felony, punished more or less severely, at one time by banishment to Siberia.

The power of autocracy was sustained first in ignorance; then in force. Its mastery over the people could not have been held for so long by force alone had the people been trained to think, had they had access to the source of thought—education.

Russian autocracy was always blind. Its very dominance filled it with a sense of security. National progress was embraced only within its own small circle. Docile beasts, the peasant and the horse were linked together. Only the ruling class was privileged to think.

But the peasant broke the thongs that bound him to the horse.

And then—vengeance. Blind vengeance, blood-mad.

The great object-lesson taught by Russian autocracy and the ruthless slaughter of the autocrats is honest education—education that will inspire right-thinking by teaching right doctrines; education that regards the human element as important.

Each human unit has a place to fill in the work which lies ahead of the world. That work demands that we separate the peasant from the horse. Even though the scope of his vision is small, this man knows there is a world about him, a world in which a man is superior to a horse. Society has realized this man has the power to think, and society must guide that power into proper channels. That is a primary obligation to the man. The duty of the man is to obey.

Society has not fulfilled its obligation to civilization merely by building schoolhouses, employing teachers, furnishing free books.

It must search out the illiterate man and place within his reach the means of education. He must be given the light.

Illiteracy must cease. The power of man to think must be turned to the advantage of the people.

The illiterate man is not fit to take up his share of the world's work. The load that he should carry is borne by another.

That is wrong; unjust to the man, unjust to the people.

Besides the right of every man to an education, we must give regard to the right of society to the services of every man. Now more than at any time in the world's history, civilization needs this service.

Education is a mutual social benefit and at the same time a mutual social obligation.

Reports of the activities of citizenship committees to the Bureau of Naturalization indicate intense interest in the extension of public school facilities to make effective this vital principle thorough. Factories in large numbers having established free schools for teaching their employes; churches having transformed their reception halls into schoolrooms to welcome the illiterate; while public-spirited men have offered their services to teach; and volunteers have come forward to carry the message of knowledge into the home of the illiterate.

There is an awakening.

Peace, order and the welfare of the people require that illiteracy be overcome by public education, so that all men may know the country in which they live, its government and its Constitution.

BADLY WRITTEN LAWS.

Judges, lawyers, the courts, the rules, technicality, circumlocution, all these are blamed for "the law's delay." It is well to have a new phase of the problem presented, a neglected phase, and this Mr. Levy Mayer vigorously did before the Credit Men's Association, says the Chicago Tribune.

"From one end of the country," he said, "to the other the courts are burdened and overburdened with the labor of trying to find out the meaning of the law giver. And you complain of the increase in courts and their functions, of the increase in the number of the members of the bar, and doubtless complain of the increase in the expense necessarily incurred in running your well-fitted and well-constructed law departments."

The complaint is not only true but important. Language at best is likely to be ambiguous, but at worst it is certain to be so, and the language of many laws is language at its worst. The result is the overloading of the courts with an unnecessary burden of verbal interpretation.

This is not the fault of the courts but of the legislatures, which are made up of men of average education, which is to say they have not been strictly disciplined in the exact use of words. Moreover, many are lawyers, and lawyers usually write badly. The English of law text books, of judicial opinions, and of briefs is seldom good, is sometimes very bad. Legal English is likely to be involved, clumsy, and conventional. The average lawyer in the legislature, therefore, is not to be relied upon to give us lucid phraseology.

The plan urged by Mr. Mayer for a department of expert bill drafters is the only practical way to correct the present evils, but even then eleventh hour amendments will give the courts some nuts to crack.

TRUE GREATNESS.

A man's greatness lies not in wealth and station, as the vulgar believe, nor yet in his intellectual capacity, which is often associated with the meanest moral character, the most abject servility to those in high places, and arrogance to the poor and lowly; but a man's true greatness lies in the consciousness of an honest purpose in life, founded on a just estimate of himself and everything else, on frequent self-examination, and a steady obedience to the rule which he knows to be right, without troubling himself about what others may think or say, or whether they do or do not do that which he thinks and says and does. —George Long, "Thoughts of the Emperor M. Aurelius Antoninus."

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

is for us to determine the plans and procedure, and perfect them, by which this co-operative relation may be fully realized.

"We as photo engravers have reached a status in our craft where our interests relate not alone to wages and hours. The necessity of our time demands that we have full and complete knowledge of all trade and business relations. We need to know the cost of production—the selling price—the overhead charge—the division of the income jointly produced by our employers and ourselves."

High Wages Aid Farmers.

The future prosperity of the American farmer depends upon the success of organized labor in maintaining its present wage scale, said Secretary of Agriculture Agee of New Jersey in an address to 4,000 farmers at State College, Pa. The speaker said that a scarcity of farm labor and high wages is better for farm profitableness than cheap labor in abundance.

"It is a fact," said the speaker, "that farmers' periods of prosperity have only been when labor was scarce and high priced. Great agricultural depression has always followed periods of cheap labor. This is partly due to the fact that a considerable portion of the farmer's income is a labor income, so when labor is high priced, the farmer's own work brings him more money. Another reason is that well-paid labor affords the best market for high-grade products. Of course, it is a serious matter not to be able to obtain labor for the farm, but it is better to have a condition of small labor supply than one of small food prices."

Many Aliens Leave U. S.

Ethelbert Stewart of the Department of Labor estimates that 1,300,000 aliens in excess of the ordinary outgo of aliens are preparing to leave for their homes in Europe. Mr. Stewart is director of the investigation and inspection service of the department and he has been conducting a survey in the various steel centers. It is stated that of the 163,498 Poles covered by the investigation 24,590, or 15.04 per cent., will return to Poland. Of the Austro-Hungarians covered, 28.02 per cent. will return; Russians, 35.70 per cent; Croatians, 21.75 per cent; Lithuanians, 9.72 per cent; Roumanians, 64.29 per cent; Italians and Greeks, 11 per cent; Serbs, 36.90 per cent; Slovaks, 34.50 per cent.

In a recent speech on this exodus Mr. Stewart predicted that the first drive would be to fill the places of these aliens with negro labor from the south and that despite ordinances against recruiting labor or any other effort that would be made to check it, this would be largely successful.

Don't Fear Bolshevism.

It is possible that those editors who take the cue from big business will note that Judge Gary, chairman of the steel trust's board of directors, scoffs at the idea that American workingmen favor a bloody revolution.

The trust official addressed students of a Hartford, Conn., college. He said that those who claim that large numbers of workers in this country could be induced to participate in any attempt to over ride law and order misjudge the workers.

While Judge Gary did not name the steel trust, he eulogized the loyalty of 300,000 workers employed by "one large corporation and its subsidiaries," and who showed their loyalty to the government. The greater part of these workers are foreign born, and thousands and thousands of them are from central Europe, said Judge Gary.

The speaker was emphatic in calling for "right" relations between "capital" and labor, but he failed to state that his company maintains its anti-trade union position and at the present time steel trust employes in western Pennsylvania are denied the right of free speech and free assemblage.

Convention Elects Old Officers.

With the re-election of its entire Executive Council, the annual convention of the American Federation of Labor wound up its business.

Not a whisper of opposition appeared when President Gompers and his colleagues on the Executive Council came up for re-election. It has been freely predicted that the radicals, as in former years, would attempt to wrest the seat from the veteran president of the Federation, but no one put in an appearance.

Because of the resignation from the Executive Council of John R. Alpine, second vice-president, a vacancy remained to be filled. In his place there was elected Matthew Woll, president of the International Photo-Engravers' Union, and an assistant to Mr. Gompers in the editorship of the American Federationist as well as on the labor advisory committee of the Council of National Defense. Mr. Woll becomes eighth vice-president of the Federation, the other vice-presidents each moving up one.

The line-up of the Executive Council now stands as follows:

Samuel Gompers, President; James Duncan, First Vice-President; Joseph F. Valentine, Second Vice-President; Frank Duffy, Third Vice-President; William Green, Fourth Vice-President; William D. Mahon, Fifth Vice-President; Thomas A. Rickert, Sixth Vice-President; Jacob Fischer, Seventh Vice-President; Matthew Woll, Eighth Vice-President; Daniel J. Tobin, Treasurer; Frank Morrison, Secretary.

The only contest appeared in the case of Vice-President Thomas A. Rickert, when Thomas Sweeney, of the tailors, threw his hat in the ring. When votes were counted on roll-call there were found 28,229 for Rickert and 2,661 for Sweeney.

William L. Hutcheson, president of the United Brotherhood of Carpenters and Joiners, and John J. Hines, president of the Amalgamated Sheet Metal Workers' International Alliance, were elected fraternal delegates to the British Trades Union Congress.

Samuel Griggs, secretary-treasurer of the Granite Cutters' International Association of America, was selected delegate to the Canadian Trades and Labor Congress.

Samuel Gompers was appointed to represent the American Federation of Labor at the meeting of the Trades Union International Congress to be held at Amsterdam on July 25. Another delegate will be chosen later by the Executive Council.

DELEGATE'S REPORT.

(Continued from Page 7.)

port to the retention of this Seamen's Law and view with apprehension recent decisions of the United States Supreme Court which repeal, in direct violation of the plain intent and wording of this law, some of its protective and beneficial features; further

"Resolved, That copies of these resolutions be sent by the Secretary of the Federation to the President of the United States and our representatives in Congress."

A telegram to Mooney, Debs, Sadler, Wells and others in prison, extending greetings and assurances of the convention was proposed. An amendment to add "Haywood and associates" found resistance.

This opened up one of the big fights of the convention. The Haywood addition was defeated, 330 against 225. The original telegram was then ordered sent.

The following political triple alliance plan carried overwhelmingly over the protest of a few radicals who are opposed to all political action and of a few advocates of a Socialist Labor party:

"In pursuance to instructions of the Washington State Federation of Labor, be it remembered that a meeting was held at the Columbia hotel at Bellingham, Wash., June 18, 1919, of a joint committee consisting of representation from the farmers' organizations, State Federation of Labor and the Railwaymen's organizations, and adopted the following representative plan for the formation of a triple political alliance, and the following recommendations of the farmers' organization and the railwaymen's organization; and further, that such recommendation be submitted to Labor, now in session at Bellingham, for its consideration and adoption, to-wit:

"First—This organization shall be known as the Triple Alliance.

"Second—Believing in the principle that the office should seek the man, not the man the office, we declare the object of this organization to be to secure remedial legislation through political solidarity, and to select and elect men and women for public service loyal to the best interests of all the people of the state of Washington.

"Third—This organization shall be composed of the membership of the following organizations: (a) The Washington State Federation of Labor; (b) The farmers' organizations, and the railway labor organizations of the state and (c) Such others as can embrace the principles of this alliance.

"Fourth—We recommend that the detail of organization shall be assigned to a committee to consist of seven (7) representatives, to be selected by and from each group affiliated with the triple alliance, which adopted plan of organization shall be submitted by the representatives of each group to its constituency for approval.

"Fifth—A temporary state central committee shall be formed to consist of seven (7) members from each group affiliated with this triple alliance. That the State Federation of Labor select their members, one (1) from each district, following the ratification of these recommendations said members to hold office until such time as by referendum ballot each district shall have elected regular members of the state central committee. Other allied bodies to select their members as they see fit. Upon the selection of the state central committee they shall meet and organize.

"Sixth—This temporary State Ceneral Committee shall take such steps as they deem proper to organize the necessary temporary central committees in the various counties, and said county Central Committees to take such action as they deem necessary for the complete organization and the selection of temporary committeemen until such time as they can be selected as provided by law.

"Seventh—That each group affiliated with the alliance contribute to a temporary state fund for organization purposes until such time as the State Central Committee shall have devised ways and means for amply financing this triple alliance.

(Signed) "Joint Committee."

Many other resolutions, good, bad and indifferent, were either passed, defeated or for lack of time referred in bulk to the incoming Executive Council.

Respectfully submitted,
ED. ROSENBERG.

A groom was brought in at the dinner party to help the butler. The groom was willing enough, poor fellow. He asked a deaf old lady if she'd have any peas, and she put her big, bell-mouthed trumpet up to her ear to hear him. "Heavens!" said the groom to himself, "this is a new wrinkle to me, but if she wants 'em that way I'd better let her have 'em."

"JUNE 28TH" IN HISTORY.

Archduke Francis Ferdinand, the Austrian heir-apparent, was killed at Serajevo June 28, 1914. This furnished the excuse for starting the world's most costly and destructive war, now happily ended, exactly five years from the date of the assassination.

On July 28, 1914, one month after the death of Francis Ferdinand, Austria declared war on Serbia, marking the beginning of hostilities. On August 1 Germany declared war on Russia and invaded Luxemburg. Germany sent her ultimatum to Belgium August 2, and declared war on France August 3. The next day Great Britain declared war on Germany. The first American contingent disembarked in France on June 26, 1917.

June 28 also is the anniversary of the renewal of the triple alliance between Germany, Austria and Italy, which has been broken by the war.

On June 28, 1890, the German Reichstag adopted a bill creating a new German army, the organization of which is greatly diminished in power by the treaty signed on June 28, 1919.

In American history June 28 is the anniversary of the battle of Monmouth, N. J., where in 1778 Washington defeated a force under Sir Henry Clinton.

Last, but not least, June 28, 1919, was the day selected for the launching at the Hog Island Shipyard of the steamship "Afel," the name being the code word for the American Federation of Labor, in honor of which the vessel was christened.

This launching, by the way, was made the occasion for a fine public testimonial to the A. F. of L. Chairman Hurley and Secretary of Labor Wilson each sent telegrams to Samuel Gompers, president of the Federation, praising the spirit shown by Labor during the war.

"You and the officers of your great organization," Hurley said in his telegram, "have co-operated wholeheartedly with the Shipping Board in building ships to help win the war. To-day one of the ships, appropriately named 'Afel' in your honor, glides into the water. This vessel soon will be cruising to distant parts of the world, everywhere giving a practical and convincing demonstration of what Afel means."

Truly, June 28, 1914, and June 28, 1919, will long be remembered as black and bright days in history.

THE "SOVIET IDEA."

The Non-Partisan League of North Dakota is exclusively an organization of farmers. No one who is not a bona fide farmer can be a regular member of it. That is to say, it is a class organization, and the fact that some eighty-five per cent. of the people of North Dakota are farmers does not change its essential class character. By securing the acceptance of its programme by the organized labor forces of the State, it has united in common political action two occupational groups, but without interfering with the party cleavages which existed in each group. It stands ready to co-operate with any other group of workers—bankers, lawyers, teachers, tradesmen—that may choose to organize for political action and that is willing to accept the League's program. What North Dakota has, in other words, is the beginnings of a Soviet government, in which bona fide representatives of the "toiling masses" unite in the direction of affairs, but without abandoning their party differences. The fact that the Soviet idea is here applied to a commonwealth rather than to a municipality does not alter the general nature of the scheme. There has been no copying of a Russian model, of course, for the League is older than the Russian revolution; what has happened is that the farmers of the State, turning away from parties which did not serve them, have united to further the interests of their class, and, being numerically predominant, the organization controls the State.—William MacDonald in The Nation.

GOLD ON THE LOWER YUKON.

Placer mining on Wilson and Willow creeks, in the Marshall district, on the lower Yukon, yielded gold amounting to about $700,000 in 1916 and 1917, and claims have been staked on the lodes from which some of the gold may have been derived. An examination of the region along the Yukon between Anvik and Andreafski rivers, comprising about 2,000 square miles and including the Marshall district, has been made by George L. Harrington, of the United States Geological Survey, and its results are given in a report just published. The report describes the geography and geology of the region and contains topographic and geologic maps. It includes descriptions of the animal and vegetable life, the settlements, the gold placers, the coal beds on Anvik River, and some notes on a group of mineral springs near Marshall.

The report is published as Bulletin 683 of the United States Geological Survey, Department of the Interior, and can be obtained without charge from the Director of the Survey at Washington.

ILLITERACY IN THE SOUTH.

Harmonious relations between whites and negroes in the South can readily be cultivated, according to one of the investigators on negro migration in 1916-17, the report on which has just been issued through the United States Department of Labor. The report cites particularly, among the experiences of a number of communities, the case of Adams County, of which Natchez, Mississippi, is the county seat. The harmony existing there, he believes, is due to the close contact of the leaders of the two races.

"It is significant that in the older counties which line the eastern banks of the Mississippi from Tennessee to the Louisiana line, where relations between the races are fairly good, white adult male illiteracy is by counties from one-half to one-fifth what it is in the state as a whole; and that in two counties notorious for whitecapping and expelling negroes, white adult male illiteracy is 50 per cent. more than for the State as a whole," the investigator writes.

Relations are most cordial, it is asserted, where white illiteracy is lowest, where communities have existed for generations and whites and blacks have long been in contact; where the soil is fertile; where right of trial in court is maintained for negroes and where negroes are encouraged to own property.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

MARINE FIREMEN, OILERS AND WATERTENDERS' BENEVOLENT ASSOCIATION.

Headquarters:
71 Main Street, Buffalo, N. Y.
Telephone Seneca 48.

Branches:

CLEVELAND, O.....1185 W. Eleventh Street
CHICAGO, Ill.....4 E. Austin Avenue
MILWAUKEE, Wis.....151 Reed Street
DETROIT, Mich.....27 Jefferson Ave., East
SUPERIOR, Wis.....309 Tower Avenue
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
TOLEDO, Ohio.....407 Summit Street

MARINE COOKS AND STEWARDS' UNION

Headquarters:
Buffalo, N. Y., 35 West Eagle Street
Telephone Seneca 896.
J. M. SECORD, Secretary.

Branches:

CHICAGO, Ill.....406 N. Clark Street
CLEVELAND, Ohio.....1401 W. Ninth Street
MILWAUKEE, Wis.....162 Reed Street
ASHTABULA HARBOR, Ohio.....85 Bridge Street
SOUTH CHICAGO, Ill.....9214 Harbor Avenue
CONNEAUT HARBOR, Ohio.....992 Day Street
TOLEDO, Ohio.....407 Summit Street
NORTH TONAWANDA, N. Y.....152 Main Street

UNITED STATES MARINE HOSPITAL AND RELIEF STATIONS ON THE GREAT LAKES.

Marine Hospitals:

CHICAGO, ILL., DETROIT, MICH., CLEVELAND, O.

Relief Stations:

Ashland, Wis.	Ogdensburg, N. Y.
Ashtabula Harbor, O.	Oswego, N. Y.
Buffalo, N. Y.	Port Huron, Mich.
Duluth, Minn.	Manitowoc, Wis.
Escanaba, Mich.	Marquette, Mich.
Grand Haven, Mich.	Milwaukee, Wis.
Green Bay, Wis.	Saginaw, Mich.
Houghton, Mich.	Sandusky, O.
Ludington, Mich.	Sault Ste. Marie, Mich.
Manistee, Mich.	Sheboygan, Wis.
Erie, Pa.	Superior, Wis.
Menominee, Mich.	Toledo, O.

PACIFIC DISTRICT.

SAILORS' UNION OF THE PACIFIC.

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Labor News

Officers of the International Union of Mine, Mill and Smelter Workers report that since January 12 twenty-nine charters have been issued.

Power is the first essential in an attempt to improve social conditions, says a writer in the American Teacher, official magazine of the American Federation of Teachers. "If noble men and women are to be attracted to the teaching profession, if the respect of the community is to be won, the teacher must possess power, and power can only come through unionization," he says. "With power will come courage, and with courage an aggressiveness that will win the respect of even business boards of education."

Protest against social injustice was recorded by the general assembly of the Presbyterian church at Hamilton, Canada, which declared that the present unrest was a sign of the nation's effort to adjust itself to new and changing conditions. Among the injustices mentioned are the alienation of natural resources, the tying up of land for the unearned increment in value, profiteering especially during the war and the public indifference to social conditions and wrongs.

Coal operators in Arkansas say it is impossible to comply with the miners' washhouse act, which provides that ninety days after its passage washhouses shall be installed. At a conference between miners and operators, a committee was appointed to call upon the judge and attorney general of each mining district and ask for leniency is the enforcement of the law because of the delay in securing material. Some of the operators say their washhouses will be constructed on time, but other operators are not so fortunately situated.

The Lakeland (Florida) Star is not a labor paper, but this does not deter Editor Bloom from supporting striking phosphate miners in the Mulberry district. The Star has published a letter from one of the mine managers, and undoubtedly this is, says the Star, "a plan adopted by all mines to write to lumber companies and labor employers generally, requesting them not to employ men from the mines, and also to reduce the wages of common labor." The writer of the letter states that if all employers of common labor would get together and reduce wages to $2 a day this would have "a very telling effect on the negro."

Assistant Secretary of the Navy Roosevelt has ordered the establishment of boards to recommend wage adjustments for classified civil service navy employes. The workers will be represented on these boards. The order is the result of negotiations between Navy officials and the National Federation of Federal Employes, affiliated with the American Federation of Labor. More than 15,000 employes with an everage wage of $1.52 a day, will be affected by the order. These employes compare this average with rates paid by the Navy to its employes in the mechanical departments. Since the clerical workers have organized wage increases are now probable.

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Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aholin, K.
Abrahamson, John
Aheson, P.
Akkoson, Erik
Akerstrom, O. R.
Akerson, Adolf
Andersen, Rasmus
Albertsen, Hans
Albrigtsen, G.
Andersson, F.
Andersson, S.
Andersen, Albert H.
Antonsen, A. G.
Anderssen, Gustof
Anderson, Julius
Anderson, J. E.
Andreassen, Olof
Anderson, John N.
Anderson, John
Anderson, Harry
Andersson, W.
Anderson, Rasmus
Alton, Nester
Axdal, O. S.
Aune, Edward

Bogley, F.
Bassen, G.
Bakby, Chris
Ballah, Lee
Berg, Wm.
Berg, John
Bergvist, Axel
Bendixon, Hans
Berglin, Ivor
Bodle, Wm.
Borgen, Arne
Carlson, Gust
Carruthers, M.
Carlson, Eric
Carlson, Carl A.
Casperson, Carl
Carlson, Gustaf A.
Corstensen, C.
Carlson, Chas. H.
Camino, C. C.
Carlson, Oscar
Bolstad, A.
Bloomgren, A.
Blendheim, A.
Birkland, Hans J.
Bratt, F. H.
Brown, John J.
Bruce, Albert
Bund, Nils
Burns, C. L.
Burgess, J. W.
Bjorseth, K.
Carlson, Martin
Cartveil, Carl C.
Christensen, K.
Christoffersen, H.
Chester, E.
Christensen, O.
Cristopher, F.
Chester, E.
Corron, G.
Comstedt, E.

Dahl, P.
Danielsen, O.
Dahl, John
Davies, Harold
Dehler, Fred
Dunn, W. G.
Douglas, W.
Dreyer, T.
Dulland, C.
Dutton, H.
Dunn, C. O.

Edston, F.
Edwordsen, John
Erikson, Einar
Ekstrom, G.
Eriksen, John
Eriksen, Otto
Engberg, O.
Ersner, I.
Erikson, Erik
Erikson, Nils
Ericson, E. R.
Ekdahl, F.
Ekendahl, W.
Enoksen, A.
Ellingsen, E.
Elstad, J.
Elize, Karl
Elling, A.

Fagersvedt, O.
Forsvaag, C.
Feidji, J. A.
Fuidge, E. W.
Flotten, J. G.
Flemming, M.
Franson, O.
Franzell, A.
Frynell, N. W.
Frederiksen, J.

Gabrielsen, P.
Gittler, Karl
Gibson, Geo.
Gibson, Wm.
Grau, Aksel
Granroos, E.
Greiphan, P.
Gusjaas, O.
Gustafson, T.
Gulfeldt, A.

Hansen, Olaf
Hansen, A.
Hasvold, Paul
Halst, H.
Hansen, John
Hansen, Jorgen
Hansen, G. E.
Haltness, M.
Holseth, Ed.
Hanson, Peter
Haraldson, John
Hendricksen, H.
Herlitz, Ivar
Hernes, C.
Iversen, A.
Henriksen, E.
Helvik, F.
Herring, A.
Hill, F.
Holmberg, E.
Howard, Geo. W.
Holland, J.
Holstrom, O.
Holst, H.
Hope, M.
Holm, A.
Holmquist, E.
Huber, C. L.
Ingelbretsen, O.

Jacobsen, Johan
Janson, E. A.
Jacobsen, K. -2127
Jensen, H.
Jensen, C.
Jensen, P.
Jensen, N.
Johnson, E.
Johnson, H.
Johnson, Knut
Johansen, C. -2097
Johanson, Jakob
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Jonas, A. H.
Johansen, Karl
Johnson, Oscar
Johnson, A.
Johansen, Knut
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Johnsen, Angell
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Johanson, Adolf
Johnson, John
Julius, P.

Karlsen, O.
Kaleva, J.
Kasti, H.
Korsama, N. J.
Karlson, G. A.
Karlstrand, G.
Karlsson, E.
Keeney, F.
Koppen, Olaf
Kipper, H.
Klintberg, S.
Kristensen, K.
Knudsen, A. J.
Kroon, A. W.
Kristiansen, J. A.
Kurkanen, E.

Larsen, C. A.
Lutzen, W.
Lampee, F.
Lui, T.
Larsen, Nils
Larsen, Arne
Larson, G.
Larsen, H.
Larsen, Hans
Larsen, Ludwig
Larsen, E. G.
Leeuwan, A. V.
Lesse, C.
Lee, C. A.
Lidsten, C.
Ligoski, J.
Levine, B.
Licht, P.
Loken, C.
Loventz, B.
Lux, C.
Leiravaag, H. J.
Lund, E.

Morken, M. L.
Magnusson, L.
Martinsen, I.
Mattsson, H.
Mardison, A.
Mangsted, J.
Malone, B.
Martinson, H.
McPherson, J.
McGuire, J.
McLeod, A.
McGregor, J.
McLeod, John
McPherson, R.
McCoy, J.
McDonald, Wm.
McDonough, E.
Mekelson, C.
Melder, A.
Miller, F.
Mikkelsen, K -1620
Miller, A. M.
Miettener, J.
Michelsen, H
Mickelsson, E.
Morrison, W.
Mortensen, K.
Moor, T.

Ness, J.
Ness, H.
Nelson, Geo.
Newman, J.
Nelson, Axel W.
Nelson, Carl
Neilsen, George
Nelson, Nils H.
Nimen, August
Nilsen, Hans L.
Nilsen, Andros
Nurhoven, E.
Nord, C. W.
Nordfeldt, T. F.
Noven, Berent
Nyman, John E.

Oberg, Joe
Ohlson, B. -597
Olsen, Ole
Olsen, Albert
Olsen, Ferdinand
Olson, John
Olson, Hjalmar
Olsen, Herman
Olsson, John H.
Olsen, Emanuel
Olson, E.
Olsen, Ole D.
Olsen, Nic
Olnes, L.
Otterspeer, Wm.

Plantiko, W.
Ponchek, C.
Pallisen, K.
Petterson, Herman
Peterson, P.
Pederson, Halvor
Pelta, H.
Permin, J. C.
Peters, F.
Petterson, Adolf
Pettersen, P.
Pearson, Gustav
Pestoff, S.
Pedersen, Carl
Pederson, P.
Pederson, Karl
Petteson, Oscar
Pepione, Joseph
Powell, Hamilton
Punls, Anthony

Rasmusson, Christ
Reinhold, G.
Replinca, A.
Ringdal, O.
Ring, W.
Rosenthal, W. J.
Roon, O.
Ronning, H. G.
Runnquist, G.

Sandberg, Otto
Sabanes, P. T.
Salo, John
Sears, G. L.
Selen, Gustof
Sebjohnson, S.
Schwarzicus, W.
Shoberg, Johan
Sorger, E.
Solwer, B. M.
Solberg, Olaf
Simmons, John
Simonsen, H.
Smeland, E.
Stolzerman, E.
Strand, C.
Stentez, R.
Stiffler, Ray
Swanson, Chas. I.
Swanson, William
Swanson, John
Sundby, Emil
Svendsen, John A.
Sverdrup, T.
Sunde, K. A.

Talu, John J.
Tupper, A. E.
Tangerwos, Ole
Toyra, A.
Tuorilla, J.
Tornquist, H.
Tonneson, A.
Torgersen, Ed.
Tyrrell, J.
Torvig, O.
Thorsen, Herman
Thorson, Victor
Thorn, Arvid
Thorsen, Hans
Thomas, J. E.
Thorsen, Carl
Troverson, Louis

Voigt, Arthur
Vesgaard, Hans

Wadham, C.
Wallgren, F.
Wall, W.
Weld, L. A.
Westergren, W.
Ween, O.
Williams, John
Williams, T. C.
Wirta, George
Wiger, J.
Wilson, Gus
Welner, Fred

Yansen, Emil
Yorkwell, Anton
Wullum, J.
Zelink, Arthur M.

Aberdeen, Wash , Letter List

Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Martinson, Adolph
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Sederland, Uno
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardnore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

The widow of Otto Kivi, who fell overboard on the S. S. "Carlos" between San Francisco and Aberdeen, May 30, 1919, wants to know the names of the crew on the ship. Kindly assist his widow by giving this information to S. T. Hogevoll, attorney for the widow, 627 Pacific Building, San Francisco. 6-11-19

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Will any of the crew of the barkentine "Thos. P. Emigh" who were on her at the time Jacob Olsen was hurt by being thrown over the wheel on or about October 27, 1918, please call on or communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Calif. Telephone, Sutter 5807. 6-18-19

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Portland, Or., Letter List

Anderson, Albert	Larson, C. -1632
Anderson, C.	Lehtinen, Armas
Ahren, Wm. J.	W.
Aimer, Robert	Lindner, John
Backman, Peter W.	Melgant, F.
Bjork, Rudolf -2206	Miller, Harry
Bohm, Franz	Mikkelsen, Harry
Christensen, H. P.	Murphy, Francis Leo
Cunningham, G. F.	Newkirk, Clifford
Dahl, Louis	Nordman, Alek
Doehring, Otto	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Ellegaard, M.	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Ohlson, J. A.
Geiger, Joe	Olson, John
Graaf, John D.	Olson, Chas.
Hanson, August -1134	Pope, Herbert
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Petersen. Anton -1675
Hatland, A.	Petesen, Knut
Hauschild, B.	Petter, G.
Henriksen, Geo.	Rensmand, Robert
Hogstrom, Karl I.	Ringdahl, Ole
Huber, C. L.	Ross, Geo.
Johansson, Charles -2407	Ruisgaard, Soren
Jorgenson, Earl	Ruud, Ole H.
Jensen, H. T.	Samuelsen, S.
Jespersen, Martin	Sandstrom, Olaf
Johnson, C. A.	Schmeltning, Max M.
Jordan, H. S.	Schroder, August
Kase, A.	Sibley, Milton
Kaskinen, Albert	Siebert, Gust
King, J. A.	Swenson, C. E.
Knotsky, E. W.	Thompson, Walter
Kristiansen, Wm. A.	Thoresen, Ingwald
Laatzen, Hugo	Tuhkanen, Johan J.
Larsen, C. J.	Wold, Frank
Larsen, Hans	Wood, E. E.
	Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
Holmstrom, Carl A.	Meyer, Karl
Houge, Anion	Nielsen, Alf. W. -1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H. -1287
Kennedy, James Rea (package)	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magall, Michael	

INFORMATION WANTED.

Oscar Aberg, a native of Sweden, age 25 years, last heard of in Newport News, Va., March, 1917. Anyone knowing his whereabouts will please notify his sister, Mrs. Gurli Landee, Box 166, Millburn, N. J. 3-26-19

Anyone knowing the whereabouts of Daniel Shean, last heard from at Cleveland, will kindly communicate with his brother, Richard Shean, 7014 Cedar Ave., Cleveland, Ohio. 11-6-18

COMBINED STATEMENT OF CONDITION
HEAD OFFICE AND BRANCHES

Bank of Italy

SAVINGS COMMERCIAL TRUST

HEAD OFFICE, SAN FRANCISCO

June 30, 1919

RESOURCES

First Mortgage Loans on Real Estate		$ 31,241,868.49
Other Loans and Discounts		32,673,891.87
Bankers' Acceptances		105,530.42
United States, State, County, Municipal and Other Bonds; United States Certificates of Indebtedness and Notes of U. S. War Finance Corporation		21,093,290.94
Banking Premises, Furniture, Fixtures an Safe Deposit Vaults		3,997,326.04
Other Real Estate		394,867.47
Customers' Liability on Letters of Credi		1,174,265.92
Customers' Liability on Acceptances		200,000.00
Interest Earned but not Collected		556,783.54
Other Resources		76,901.58
CASH AND DUE FROM BANKS		15,991.656.48
Total Resources		$107,506,382.75

LIABILITIES

*Capital, Fully Paid		$ 5,000,000.00
Surplus	$1,250,000.00	
Undivided Profits	1,087,018.86	2,337,018.86
Discount Collected, but not Earned		45,897.14
Reserved for Taxes and Interest Accrued		96,663.80
Letters of Credit		1,174,265.92
Acceptances		200,000.00
Dividends Unpaid		201,458.49
DEPOSITS		98,451,078.54
Total Liabilities		$107,506,382.75

*Paid up Capital will be increased to $6,000,000.00 on July 2, 1919.

A. P. Giannini and W. R. Williams, being separately duly sworn each for himself, says that said A. P. Giannini is President and that said W. R. Williams is Cashier of the Bank of Italy, the Corporation above mentioned, and that every statement contained herein is true of his own knowledge and belief.

A. P. GIANNINI,
W. R. WILLIAMS,

Subscribed and sworn to before me this 30th day of June, 1919.
THOMAS S. BURNES, Notary Public.

The Story of Our Growth

As Shown by a Comparative Statement of Our Resources

December 31, 1904 ..... $285,436.97
December 31, 1906 ..... $1,899,947.28
December 31, 1908 ..... $2,574,004.90
December 31, 1910 ..... $6,539,861.49
December 31, 1912 ..... $11,228,814.56
December 31, 1914 ..... $18,030,401.59
December 31, 1916 ..... $39,805,995.24
December 31, 1918 ..... $93,546,161.50
June 30, 1919 . $107,506,382.75

Number of Depositors { June 30, 1918, 144,509 / June 30, 1919, 170,679

Savings Deposits Made on or Before July 10, 1919 Will Earn Interest from July 1, 1919

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La Follette's Magazine, Madison, Wis.

INFORMATION WANTED.

Ellis R. Nelson, last heard from at New Orleans, La., Nov., 1916, when on board U. S. C. G. S. S. "Davy," is inquired for by his mother. Anyone knowing his whereabouts will kindly communicate with R. J. Nelson, 59 Clay St., San Francisco, Cal. 11-6-18

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

When making purchases from our advertisers, always mention The Seamen's Journal.

INFORMATION WANTED.

For the benefit of the widow of John Karus, lost at sea, October 17, 1918, at 2:15 a. m., according to the report in the official log of the barkentine "Aurora," will all members of the crew of that vessel who know anything about the ship, the condition of her rigging, before and after the accident, or anything that will tend to explain his disappearance, communicate with the undersigned attorney for the widow?—Silas Blake Axtell, No. 1 Broadway, New York City. 1-1-19

The following men: August Rosso, oiler; Robert Anser, oiler, and V. Florio, wiper, who were employed on the S. S. "Comet," on or about November 22nd, 1917, when John Olsen was injured through the leaking of a gland which caused his hand to get tangled up in the motor, whereby he sustained severe and permanent injuries, will please communicate with me without delay. They may furnish valuable evidence to assist Olsen in his suit against the Standard Transportation Company. His injuries are very serious. S. B. Axtell, 1 Broadway, New York City.

Members of the crew of the SS. "Munrio" who were on board said vessel at the time she salved the SS. "Curytibia" in the month of January, 1918, and who have not yet received their full share of the salvage award, will kindly communicate with or call on Silas B. Axtell, 1 Broadway, New York City. 10-23-18

Home News

War time economy—and high prices—has decreased meat consumption and the packers state that they are producing every month 1,000,000 more pounds than the people will buy. The packers assure the people that it is not necessary to forego the use of meat to aid Europe.

Testifying in New York before the Mayor's Committee on Rent Profiteering and the Aldermanic General Welfare Committee at the first joint session, Samuel Untermyer charged that manufacturers of building materials and dealers in them are engaged in a criminal conspiracy to raise prices beyond all reason, thereby making the building of homes and apartments well-nigh impossible.

The closing of the market for barley in the brewing industry in the near future, as well as the present high price of corn, is resulting in many inquiries concerning barley as a dairy feed, says C. H. Eckles, new chief of the dairy husbandry division at University Farm, St. Paul. The reason barley has not been used more for feeding purposes is that the brewers wanted it and were willing to pay enough for it to keep it out of the feed trough.

The army draft, our first national health survey, showed an unexpectedly large amount of tuberculosis, said Surgeon Lloyd of the United States Public Health Service in an address to the National Tuberculosis Association. "The anti-tuberculosis movement," he said, "has shown how important is the prevention of sickness. Very little can be done after the disease is developed." The speaker said that it is the duty of doctors to prevent sickness as well as cure it.

A million dollars has been bequeathed by the late Thomas Skelton Harrison, at one time American minister to Egypt, for a trust fund to be used in improving governmental conditions in Philadelphia. The income from the fund is to be applied to procure honest and impartial enforcement of all contracts made by the city for furnishing labor, erection of buildings and other public improvements, cleaning of streets, removal of garbage, furnishing water, gas, electricity and transport facilities. A clause specifically states that no part of the fund must be used to procure the election of any candidate for public office or to favor any political party.

Director Manning of the Bureau of Mines in the Department of the Interior, in a recent report on mine fatalities, brings out the fact that inability to speak and read English apparently greatly aggravates risks of accidents. In the Pennsylvania anthracite mines, 43 per cent. of the employes are English speaking, and this number is charged with only 28.8 per cent. of the fatalities, while the 56 per cent. not English speaking sustained 71 per cent. of the fatalities. In the bituminous mines and in West Virginia the ratio is equally marked. The excessive number of fatalities among miners who do not speak English as compared with those who do, in the three groups together, amounts to 716 and that of very serious injuries to 900.

Domestic and Naval

The "Susan N. Pickering" (three-masted schooner), 319 tons register, built at Belfast, Me., in 1882 and owned by O. A. Gilbert, Boston, has been sold to C. A. Anostos for $20,000 and will proceed to Greece.

The British steamer "Agenoria," 2977 tons gross, 1931 net, carries about 5200 tons deadweight, built at Middlesbrough in 1902 and owned by the British Shipping Controller, has been sold by auction in London to Constastine de Zabala, Bilbao, for £54,000.

The British steamer "Glenearn," 4828 tons gross, 3032 net, carries about 8000 tons deadweight, built at Sunderland in 1914, which was detained at Hamburg during the war, has been sold by auction in London on behalf of the war risks underwriters to Sir Robert Thomas for £168,000.

A record for a trans-Atlantic round trip of 12 days, 1 hour and 35 minutes, was established by the steamship "Great Northern," which arrived at New York on July 6 from Brest. The vessel also held the former record of 13 days and 45 minutes. Before being pressed into transport service, the "Great Northern" plied between Honolulu, San Francisco and Portland, Or.

Responsibility for the Halifax explosion in December, 1917, rests equally upon the steamers "Mount Blanc" and "Imo," according to a decision handed down by the Supreme Court of Canada at Ottawa. The decision reverses one by Justice Drysdale, of Halifax, placing the blame on the "Mont Blanc." The owners of the "Imo" will appeal to the Privy Council in England.

The launching of the three 5500-ton deadweight steel steamers at Newark Bay, N. J., recently, gave the yard a record of just fifty-two launchings for the year. The yard has twenty-eight ways, hence the launchings show less than two ships per way, which cannot be accounted to be wonderful. In the matter of deliveries, this yard has lagged behind considerably, owing chiefly to delay in delivery of engines built outside.

The ex-German liner, "Imperator," which has been allocated to the United States Government for the repatriation of troops, has been fitted with standee bunks so that she can carry 1200 officers and 5500 enlisted men in addition to her crew. The "Imperator" is one of the largest vessels in the world, being 883 feet in length, 98 feet in breadth, and 57 feet in depth, there being no fewer than six decks, and having a tonnage of 52,117 gross and 23,881 net. She is propelled by four screws driven by steam turbines, and was credited with a speed of 23½ knots, having been built in the Vulcan yard at Hamburg in 1912. In size, however, she is surpassed by the "Bismarck" and the "Leviathan" (ex-"Vaterland"). The "Imperator" can hardly be considered a successful ship. She was found to be so "tender" in a seaway that drastic alterations had to be made to reduce her topheaviness. Thus, the funnels were shortened by about nine feet each, most of the heavy cabin fittings were removed, and a light fibrous plaster used in the corridors and stairways instead of the heavier linings originally employed.

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Deposits	57,122,180.22
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,387,011.92
Employees' Pension Fund	306,852.44

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Ahokas, I.
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Akerman, V.
Alfredsen, A.
Algren, W.
Alliar, W.
Alne, G.
Alto, Henry
Andersen, Olaf
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin

Backman, A.
Bahur, W. A.
Bantin, Paul
Barentse, J.
Barlow, R.
Battenberg, John
Bawer, Andrew
Beck, John A.
Beckley, C.
Berg, Harold
Berseth, R. J.
Berthelsen, O. P.
Berthelsen, Chas.
Bjorklund, Eric

Carlson, Andrew
Carlson, Herman
Carlson, J. -861
Carlson, Gunnar
Carlson, Gus
Carlson, Richard
Carlson, E. S. -1769
Carlson, G. -1190
Carlsson, August
Carruthers, M.
Catechis, L.
Chavez, Mariano
Chilcott, G.
Christensen, Louie
Christensen, H. C.
Christensen, R. H.

Dahlgren, W. A.
Dahlstrom, Sven
Darrah, K.
Davis, Jack
Dittmar, O.
Dolan, Chas.

Edwardsen, Ole
Einartsen, Hans
Engelbregtsen, C.
Enstrom, C. M.
Ericson, E. R.
Erickson, A.
Erickson, John

Fahey, Michael H.
Farevaag, C.
Farrell, Bernard
Feinberg, Max
Ferguson, E. A.
Fernandez, G. L.
Fernstrom, Fred
Ferreira, J.

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Gibbs, W. F.
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Gilmore, A.
Goodmans, G.
Graham, Eric
Greenfield, W. J.

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Halley, W.
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Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hammarquist, Alf.
Hannesen, K. J.
Hansen, J.
Hansen, H. M.
Hansen, M. -968
Hansen, R.
Hanson, Frank
Hanson, P. S.
Hanson, Kai L.
Hanson, August
Harbst, J. D.
Harlow, John
Heino, August

Anderson, Edw.
Anderson, Martin A.
Andersson, Chaheles
Anderson, G. -2141
Anderson, A. -2031
Anderson, C. A.-421
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderssen, Hans C.
Andersson, Gunnar
Andersson, J. -1246
Andree, A.
Antonsen, Arthur
Antonsen, Marius
Aro, Kalle
Asberg, Chas.
Austin, Tom
Axelsen, H.

Bjurlund, N.
Blomberg, Aarne
Blomgren, C. A.
Bock, Jimmy
Bos, J. -2330
Bosshard, Henry
Boyce, R. B.
Brady, B.
Brevick, Johan
Brown, Parry
Bunting, A.
Burnsey, C.
Bye, Alf.

Christensen, Christian
Christoffersen, G.
Clark, Chas. R.
Cliffe, Louis
Clingan, Paul
Clausen, Louis
Claverie, Louis
Colman, J.
Colville, Geo.
Conigan, R. B.
Corrigan, R.
Corron, G. R.
Cowell, E. W.
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Dommelen, G.
Douglas, Sam
Drage, John
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Dunn, W.
Dwyer, E. J.

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Eriksen, Ole
Erikson, Gustaf E.
Ertman, E.
Esplund, Fred
Essen, C. A.
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Flinkenberg, Uno
Forslund, Fred
Fredrick, Lee
Fredrikson, F. O
Freiberg, P.
Fritz, Henry
Frost, Peter

Grimstard, Peter
Gruntman, H.
Grussman, G. A.
Gundersen, N. F.
Gundersen, Ole
Gurman, K. -1215

Heldahl, T.
Helin, Paul
Helindahl, A. -1487
Hellberg, Olaf
Hellman, H. W.
Hellsten, G. -2168
Henriksson, J. L. M.
Henrikson, V.
Hermansson, F.
Higgins, P.
Hilliard, Chas.
Hobbs, F. A.
Hoffman, G. I.
Holm, Arthur
Holman, W. -2304
Holmgren, Carl
Hrelja, J.
Hubertz, E.
Hunter, E. A.
Hved, Hans

Jacklin, Chas.
Jacobs, F.
Jacobsen, Joakim
Jacobsen, Jacob
Jacobson, Emil
Jaderholm, H.
Jameson, John E.
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Jansen, W. J. H.
Jansson, Hj.
Jansson, Frederik
Jansson, K. H.
Jensen, Henry
Jensen, E. A.
Jensen, Laurens
Johansen, Hans
Johanson, Ax

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Kaholemoku, W.
Kalkman, J. S.
Kallberg, Arvid
Kane, John
Karlgren, Gust
Karlsson, Arvid
Karlsen, Martin
Kasper, Walmar
Katehes, Constantine
Kennedy, J. R.
Kerr, W.
Kercha, A.
Kinamon, Jack
Kinney, E. J.
Kiyanno, F. W. E.
Kirkham, Geo.

Laine, A. A.
Larsen, L. H.
Larsen, K. -1560
Larsen, J. -2012
Larsen, M. -1710
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larson, John
Larson, Allen
Laugsen, Ola
Leathers, L. E.
Lefter, John A.
Lehtonen, J. O.
Leirevaag, H. -2213
Leskinen, John
Lewis, Wm.
Lillegren, Douglas
Lindblad, L. Gust.

Mackey, Ivar
Madsen, Ludvig
Mahler, Hans
Makew, B.
Malmin, T.
Martin, John
Mayer, Fred
McNair, H. S. S.
McNeill, S. R.
Matheson, A. -2245
Mehrtens, K. H.
Melander, G. L.
Mescall, Matt

Nelsen, Rangvald
Nelson, A. W.
Nelson, John
Nelson, A. M.
Nielson, Herman
Nillsen, Jens
Nilsen, J. -1481
Nilson, H.

Johannessen, A. -1487
Johansen, C. -1593
Johanson, S. -1082
Johansson, Bernard
Johansson, Gustaf
Johanson, Arvo
Johanson, K. 2094
Johansson, E. -2715
Johnsen, E. -2533
Johnson, Frank
Johnson, John
Johnson, Edw.
Johnson, Matt
Johnson, Norman
Jones, E.
Jonsen, H. -2213

Kjellander, Ben
Kjellberg, A. C.
Kleinmensen, E. A.
Klink, Alfred
Kive, K.
Kivekas, John
Knoph, J. O.
Knudsen, Hans
Knutsen, Karl
Kolustow, A.
Kooistra, S.
Kristensen, A. -1095
Kristiansen, Nils
Kristoffersen, G.
Kristoffersen, A. B.
Kulbom, Oskar

Lindner, J.
Lindquist, G. B.
Lindroos, A. W
Ljung, L.
Ljung, Gus.
Ljungren, Alb.
Loberg, Bror
Locke, A.
Lofgren, R.
Long, Karl
Ludvigsen, L.
Loughrey, C. W.
Lund, H. K.
Lund, W. J.
Lund, Olai
Lundberg, Tom
Lundquist, Ralph
Lundkvist, Frans
Lundroth, Edvin
Lux, Chas. F.

Mettson, Carl
Meza, Leonardo
Miller, William
Miller, Gerald
Miller, John
Moe, R.
Monson, C. E.
Morris, Oscar
Morrison, Ph.
Mortinsen, Geo.
Mullins, John
Munch, Hugo
Murmi, Victor

Nilson, Lauri
Nilson, Christ
Nissen, Chas.
Noblance, Louis
Nordback, Hj.
Nyberg, Eric
Nyman, Oskar

Ohlsson, O. -1060
Olaffson, Melch
Olafsen, O. B.
Olsen, Andreas
Olsen, Hans
Olsen, Ferdinand
Olsen, K. -1017
Olsen, Robert M.
Olsen, H. J.

Peder, J.
Pedersen, F. H.
Pendlebury, Tom
Perdok, A. -1861
Perks, Fred
Perkins, J. W.
Persson, Edw.
Peters, Joseph M.
Peters, Chas.
Peterson, John
Peterson, L. -1389
Pettersen, Ola Hj.
Peterson, Eugene
Peterson, F. A.
Peterson, O. -1551
Renstrom, Axel

Raasu, Matti
Rantanen, Hj.
Rasmussen, Emil
Rasmussen, K. V.
Reiesgord, H.
Richardson, J. W.
Rick, August
Ring, Walfrid
Ringdal, Carl
Ringdal, Ole
Roberts, Alberts H.

Saarinen, K. K.
Sahlin, Nils
Salberta, Juan
Salminen, J. A.
Salli, Rudolf
Samulsson, E. -2888
Sander, Robert
Sandstrom, O. H.
Sassi, V.
Schaefer, Erich
Scholtz, W.
Seablom, Alf.
Sebel, A.
Shivers, Devette
Siderow, Alx.
Sidoroff, N.
Silpap, Mike
Simonsen, Sigvard
Smith, Emil
Sodling, Axel
Solberg, B. P.
Solberg, D.
Solvin, Oscar E.
Sonnenberg, I. C.
Sorensen, N. -2447

Taice, John
Taimi, V.
Tanum, H. -973
Tapper, A. -1115
Tarkan, T.
Thaning, T.
Theorin, John

Velting, H.
Vihavainen, Geo.

Wall, W.
Wallenstrand
Wally, A. J.
Wanquist, Ernest
Warden, Alex
Weera,
Weiss, W.
Werkhoven, G. A.
Werner, C. J

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Pettersen, Higbert
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Piironen, Mikko
Pinnto, H. I.
Pope, H.
Powell, Hamilton
Powell, Patrick
Prestegaard, W.
Prunn, John
Pulkkan, W.
Pulver, W. F.
Pylkkanen, W.

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Roon, Andreas
Ross, Rudolph
Rost, John
Roth, G. J.
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Rundell, W.
Rundstrom, Albert
Rytko, Otto
Ryan, Patrick

Sowich, B.
Spalding, Jim
Speller, Henry
Stahl, Chas.
Stange, A. -2063
Stewart, Neil
Stensslof, E.
Strom, K.
Strandberg, E.
Strauss, Walter
Sund, Aleks
Sund, Alex
Sutse, Mich.
Sundberg, F. F.
Svensen, Anker
Svensen, E. -2675
Svensson, E. A.
Swansen, Fred
Swanson, J. -2907
Swanson, H.
Swanson, Oscar
Swanson, S.
Sweeney, D.
Swenson, E.

Thomae, A.
Thompsen, Jack
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Tibbitts, P.
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News from Abroad

The initial project for the limitation of the armaments of the great naval and military powers will be ready to be presented at the first meeting of the League of Nations in Washington in October.

The Norwegian-American Line's report for 1918 shows a surplus of 4,370,000 kr., out of which a dividend of 20 per cent. is paid. During the year the company carried 7,047 passengers (only half of the total in 1917), and 83,731 tons of goods. The fleet totals 53,505 tons, and two vessels of 9500 tons each have been contracted for with British builders, Napier and Miller.

The treaty which the entente powers and the United States signed with Poland has been made public. Under it Poland agrees to protect the minorities against discrimination, assumes payment of such share of the Russian debt as shall be assigned to her by the interallied commission, and agrees to support important international postal, railway, telegraphic and miscellaneous conventions.

Mormon colonies in the Mexican State of Chihuahua were broken up in 1913 and the colonists migrated to the United States. Since February of the present year many of these colonists have returned to Mexico and re-established the colonies of Dublan and Juarez. They have taken with them improved American agricultural machinery and are expected to live up to their past reputation as remarkably successful ranchers.

Eighteen American soldiers were killed, one officer and seven men severely wounded and seventeen slightly wounded in an engagement with anti-Kolchak forces near Romanovka, Siberia, on June 25. Major General Graves, commanding the American expedition in Siberia, informed the War Department that the engagement followed an attack by the Bolsheviki on railroad guards.

The American peace delegation has accepted the resignation of Dr. S. E. Morrison, member of the section of Russian experts, who represented the United States on the Baltic Commission. Dr. Morrison resigned because he did not approve of the exchange of notes between the Allies and Admiral Kolchak, head of the All-Russian Government at Omsk, believing that Russia cannot be restored through allied co-operation with the Omsk government.

Many trawlers have latterly been built in India—six composite ones in the Royal Indian marine dockyards and three steel ones in the yard of Burn & Co., Limited, Calcutta. They are each 125 feet long, and are similar to the usual North Sea type. All the machinery was sent out from England and a great part of the equipment. Several steam tugs have also been built in Calcutta, and many motor launches, ranging from 25 feet up to 40 feet long, fitted with American engines. A number of teak wood sailing vessels, with steam or crude oil auxiliary machinery, have been designed, and 1000 tons deadweight steel cargo steamers for two shipbuilding firms on the Hooghly. A Rangoon firm, A. V. Joseph & Co., has constructed teak sailing ships of 1000 tons deadweight, and smaller vessels have been launched from various yards on the Indian coasts.

With the Wits

Dibbs—They claim to be connected with some of the best families.

Tibbs—By telephone?—Tit-Bits.

Nicker—Got a war garden this year?

Bocker—No, a league garden—I'm waiting for outside help.—New York Sun.

Wise—I hear a burglar got in your house while your wife was away.

Guise—Yes; I'm so glad. My wife won't know how much of the upset is me and how much is him.—Answers.

"Why did you use the expression 'as pale as a door-knob'?"

"Door-knobs are in doors so much, you know."—St. Louis Globe-Democrat.

Mrs. Exe—So you and your husband have separated because of a misunderstanding?

Mrs. Wye—Not at all, my dear. We parted because we understood each other only too well.—Boston Transcript.

Mother—Now, Bobby, was it you who picked all the white meat off this chicken?

Bobby—Well, mother, to make a clean breast of it, I did.—Tit-Bits.

"I'm worried about Willie Skiffens."

"He's so studious that he ought to get along."

"Yes; but he is trying to learn aviation from a correspondence school."—Washington Star.

Little Girl—My father says he has often seen you act.

Delighted Actress—What did he see me in, dear?

Little Girl—In the 'seventies.—Los Angeles Times.

"How is your marriage with that pretty shopgirl turning out?"

"Oh, pretty well, if I could only break her of the habit of calling 'cash' whenever she wants me."—New York Globe.

Patience—Did your parents caution you not to be careless with matches when you were young?

Patrice—Oh, yes.

Patience—I suppose it was after you became popular at the seashore summer resorts that you became so careless with them?—Yonkers Statesman.

ASSOCIATED SAVINGS BANKS OF SAN FRANCISCO.

HUMBOLDT SAVINGS BANK, 783 Market St., near Fourth.—For the half year ending June 30, 1919, a dividend has been declared at the rate of four (4) per cent. per annum on all savings deposits, payable on and after Wednesday, July 2, 1919. Dividends not called for are added to and bear the same rate of interest as the principal from July 1, 1919.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 45. SAN FRANCISCO, WEDNESDAY, JULY 16, 1919. Whole No. 2547.

PREFERENCE TO UNIONISTS

The Issues Involved in the Atlantic Coast Tie-Up of Shipping

The Ocean Marine Industrial Conference, held at Washington, D. C., on June 4 and 5, adjourned to meet again at New York, for the purpose of considering matters submitted by the Atlantic Marine Unions.

The New York Conference took place as per schedule but adjourned without getting anywhere.

Just why no progress was made by this conference may be gleaned by a careful perusal of the joint letter, sent to the Chairman of the United States Shipping Board by the Presidents of the three great marine labor organizations of the North American continent, and published herewith in full.

It should be noted that Chairman Hurley of the Shipping Board has since tendered his resignation and that same has been accepted by President Wilson.

New York. N. Y., July 2, 1919.

Honorable Edward N. Hurley, Chairman,
United States Shipping Board,
Washington, D. C.

Dear Sir:

During the latter part of April, or in the early part of May, the sailors, firemen, oilers and watertenders, and marine cooks and stewards, folowing suggestions made to them, forwarded to the labor department of your Board, certain petitions having reference to conditions of employment, working rules and wages on the Atlantic Coast.

The sailors petitioned for an equalization of the employment, and working rules, and overtime, in operation on the Pacific Coast.

The Marine Cooks and Stewards submitted substantially the same kind of petition.

The Marine Firemen, Oilers and Watertenders, submitted substantially the same petition with reference to employment, working rules, and overtime pay, but with the addition of a $15 increase in monthly wages.

The Shipping Board called a meeting on June 4th and invited to that meeting the Masters, Mates and Pilots' organization, and the Marine Engineers' Beneficial Association, neither of whom had submitted any petitions to the Board up to that time.

Several associations responded by sending representatives from the Pacific Coast, the Atlantic Coast and the Gulf Coast. The call did not deal with the question of employment, wages, or the hours of labor; it was an invitation to come to Washington for the purpose of considering the organization of a Marine Industrial Council. The call suggested that such council should be made up of three representatives from the Seamen (we presume that it meant three representatives from the rank-and-file, or non-licensed seamen, three representatives from the Masters, Mates and Pilots, and three representatives from the Marine Engineers, to act upon their separate interests), three representatives from the ship owners and managers, and a representative from the United States Shipping Board to act as chairman. The functions of this Marine Industrial Council as proposed, were "to promote sound industrial relations between the employers, employes, and the Government, in the pursuance of which object it shall make provisions for the establishment of suitable machinery for the joint consideration of the general labor policies, to govern work, employment, and the mutual relations of the interests involved." This, as we understood it, would delegate to such Marine Industrial Council, all the functions now exercised by our organizations, in so far as they have the power and influence so to do.

The call then goes on to say, "for the arbitration of issues pertaining to the compensation and working rules; for the adjustment of grievances; and for the establishment and enforcement of such general standards of sanitation and working conditions as will promote the health and efficiency of the employed on board of vessels of the American Merchant Marine. The Marine Industrial Council shall also make such joint recommendations as it may see fit, to Congress, Executive Departments of the Government, and to the League of Nations regarding matters which it believes may promote the welfare of the American Merchant Marine, or the Merchant Marine of the world."

As we understand this, it would delegate our rights as citizens, namely our right to petition Congress, make or forward petitions or recommendations to the Executive Departments, to this proposed Marine Industrial Council.

One of the most remarkable features of this proposition was that while we were invited as officers and representatives of organizations of labor, there to enter into arrangements which would not apply to our membership, except in so far as wages and working conditions were concerned, there was no proposition that the membership of the organizations which we represented should have any preference of employment. This, we understood to mean, that instead of having the preference, we were to agree to fill up the gaps whenever those who had the preference, for one reason or another, would fail to respond to the demands of those who employed them.

When we consider that a large number of vessels are giving the preference now, so far as sailors and firemen, cooks, and stewards are concerned, to aliens, not only in nationality, but in race, and that preference is given, so far as the licensed officers are concerned, to men who are not citizens of the United States, it became our duty, first of all, to ascertain if the United States Shipping Board (the biggest of all the ship owners) and the ship owners generally would give preference to the membership of the organization for whom we were supposed to act.

When this question was raised, the ship owners answered that they had not considered this question, that they had no authority to discuss it, and therefore could give no answer to that question.

The following resolution was then adopted:

Whereas, Certain agreements fixing compensation and conditions of labor on the Atlantic and Gulf Coasts have expired, and certain demands have been made by organizations affiliated with the International Seamen's Union and licensed officers' organizations; now therefore be it

Resolved, That these demands received on or before June 7th be submitted to the American Steamship Association and other shipowners in the Atlantic and Gulf districts for their consideration; and be it further

Resolved, That the conference recommends that various shipowners should appoint representatives to confer with representatives of the unions and of the Shipping Board, for the purpose of reaching an agreement, and that this committee shall meet on June 23, 1919, at New York, and be it further

Resolved, That the conference recommends that this committee should also consider and make recommendations as to the establishment of local grievance committees at Atlantic and Gulf ports, and also the establishment of a central appeal board.

The masters, mates and pilots, and the marine engineers were instructed to submit their petition for adjustment of grievance on or before the 7th, and their meeting, as arranged in the resolution above quoted, met in New York on June 23rd. Prior to the opening of the meeting, we had been informed that the shipowners had refused to grant our petition for preference of employment and that they had given as the reason for their declining, that to grant such petition was equivalent to discriminating against American citizens. Whereupon, we submitted that we would be willing that the American citizen should have the first preference of employment, the membership of the unions the second, and the non-union alien, so far as he was needed, the third. This resulted in a delay in the conference while the question was being submitted to the Shipping Board for its consideration. A committee of seven went to Washington for that purpose. That committee appeared before your honorable body and were informed after a hearing that the question would be taken on advisement, whereupon the committee returned to New York to make its report to the organizations, acting in unison.

We waited for a decision, and failing to get it in the time expected, the following telegram was forwarded to Washington:

(Copy of Western Union Telegram.)

New York City, June 26, 1919.

Rush! Rush! Rush! Government Business!
United States Shipping Board,
Washington, D. C.

The Masters, Mates and Pilots, Marine Engineers, and International Seamen's Union of

America were invited to meet the Shipping Board and Shipowners to consider rates and working rules, etc. The first question to arise was whether the membership are to have preference in being employed. This question was later so changed that the American citizen shall have the first preference. The membership of the unions the second. We feel that we are unable to continue in conference until this question is decided by the Shipping Board and shipowners and therefore respectfully request that the open conference be reconvened as soon as possible to the end that the question may be disposed of and the conference proceed. We have a large number of representatives here at great expense

JOHN H. PRUETT,
President Masters, Mates and Pilots.
WM. S. BROWN,
President National M. E. B. A.,
ANDREW FURUSETH,
President International Seamen's Union of America.

On Friday evening, the 27th, a committee met with the Honorable R. B. Stevens, who informed us that the Shipping Board had taken no official action but that it was willing to grant preference as suggested, with certain other important qualifications. That is to say, they were willing to grant it to the sailors, firemen, oilers and water tenders, marine cooks and stewards, but that they had not considered that question with reference to the licensed officers. They further informed us that they would give the first preference to the Americans, but with the addition "whether union or non-union." This would indicate that they would give preference to the Americans, even though they were members of organizations. We asked Mr. Stevens what the shipowners would do. He said, "I have consulted with their committee, they say that they, as a committee, are opposed, but that they will take the matter to their organization, the American Steamship Association." We received no official answer to our telegram, and therefore, on Saturday, we asked Mr. Stevens, through a committee, if he would call the full conference together, so that we could discuss that question and get an answer to our telegram of June 26th. His answer was that he could not act upon the matter at that time. He was just on the point of taking a train to his home in New England, and we said, "Don't miss your train by any means, we'll wait."

We waited until yesterday, July 1st, when Mr. Wm. S. Brown, President of the National Marine Engineers Beneficial Association, forwarded the following telegram:

(Copy of Western Union Telegram.)
New York City, July 1, 1919.

United States Shipping Board,
Interstate Building,
Washington, D. C.

The National Marine Engineers Beneficial Association request a definite reply as to what disposition the Shipping Board intend to take regarding subject matter contained in telegram under date of June 26th.

WM. S. BROWN,
President National Marine Engineers Beneficial Association.

Reply to 25 Park Place, New York City, N. Y.

Up to the present writing, we have received no answer to our telegram.

We can understand this in but one way, namely, that our petition for preference to Americans first, and members of the union second, has been denied by the shipowners.

The Americans cannot get to sea unless the shipowners are willing to employ them; the Americans who get to sea, cannot become seamen unless they are together with seamen who are capable and willing to teach them seamanship.

We find great difficulty in accounting for this position of the shipowner, except upon the hypothesis that their antipathy to any voluntary association of workmen is stronger than their patriotic desire to get the American to sea, to induce him to remain there, and thus to build up a dependable personnel for the future sea power of America. We cannot allow ourselves to assist such policy in any way whatsoever, and therefore we are now departing for our homes, there to appeal, if we may, to such individual shipowners as may be more willing to listen than the American Steamship Association. We have remained here at great expense. It seems to us that we have received a conclusive answer, and so cannot justify to our membership continuing our stay.

It is with profound regret that we are giving up the hope and expectation of finding, or of obtaining the co-operation of the shipowners and ship managers in our effort to build up a dependable personnel for the future sea power of America, but, regardless of what they may do or say, we are not going to give up the struggle. Our appeal now must be to the people of the United States, and such of the representatives of the people of the United States, as may be willing to listen to what we have to say in the promotion of the cause we advocate.

Most respectfully,

(Signed) JOHN H. PRUETT, President National Association of Masters, Mates and Pilots.

(Signed) WM. S. BROWN, President National Marine Engineers Beneficial Association.

(Signed) ANDREW FURUSETH, President International Seamen's Union of America.

P. S.—Since the above letter was written, the following telegram was received from the Shipping Board, signed by Mr. Gibson, in reply to telegram sent by President Brown of the National Marine Engineers Beneficial Association under date of July 1st:

(Copy of Western Union Telegram.)
Washington, D. C., July 2, 1919.

Wm. S. Brown,
National Marine Engineers Beneficial Association, 26 Park Place, New York.
No. 1086.

Commissioner Stevens now at Pennsylvania Hotel, New York. Commissioner Donald only Commissioner at Washington, and he prefers Commissioner Stevens to act on this matter.

Henry Howard leaving for New York with message on this matter from Commissioner Donald.

GIBSON,
Division of Operations.

In accordance with the suggestion contained in telegram we have met Mr. Stevens, who informed us that the American Steamship Association noticed him that there will be a meeting of their Association on Monday, July 7th. Mr. F. D. Mooney of the American Steamship Association states in the Journal of Commerce, dated July 3rd, that their Association will give preference of employment to Americans, but will give no preference to union men. This, in our opinion, closing out such men as are willing and capable of teaching seamanship to the American. If the American Steamship Association shall agree to give preference to Americans first and to the membership of the unions second, we hold ourselves in readiness to meet again.

(Signed) JOHN H. PRUETT, President National Association of Masters, Mates and Pilots.

(Signed) WM. S. BROWN, President National Marine Engineers Beneficial Association.

(Signed) ANDREW FURUSETH, President International Seamen's Union of America.

THE SEAMEN'S FRANCHISE.

EDITOR, SEAMEN'S JOURNAL:

At a meeting of the delegates of the Masters, Mates and Pilots' Association, Marine Engineers' Association, Seamen's Unions of the Atlantic, Gulf and Coast, Firemen's Union and Marine Cooks' and Stewards' for the United States, which took place at 26 Park Place in New York City, recently, after an address by S. B. Axtell on Seamen's Franchise, Seamen's Act and kindred topics, the following resolution, which was duly moved and seconded by Mr. Burt L. Todd, Business Manager of the Ocean Engineers' Benevolent Association No. 80, was duly passed:

RESOLVED that it is the sense of the members here present, that a national association for seamen's franchise should be formed by the members of these organizations, as soon as conveniently can be done, for the purpose of effecting a permanent organization to obtain legislative action which will permit the amendment of election laws in the various States of the United States, and of the Federal Government of the United States, so that seamen on American vessels can register their votes for elective officials representing the people of the United States in whatever capacity, when absent from their election districts; and said association shall be known as the National Seamen's Franchise Association.

The motion was duly seconded and passed after some debate, in which Mr. Furuseth, who was present, joined. He stated he was in favor of the principles and purpose of the motion, but was not prepared to spend any of the seamen's money unless he knew what it was for and how much would be spent. It was then unanimously passed.

This step, to my way of thinking, is a most important one. I am now drawing a proposed constitution and by-laws for an association to be known as the National Seamen's Franchise Association. This will be sent to all local organizations of firemen, seamen, cooks, masters and engineers. They will vote on it, and when that is done, officers and a board of governors will be elected. It is then proposed to collect about $1 a man from each member of each labor organization, which sum will be used under the direction of the officers and board of governors, for the purpose of printing literature on the subject and the like, which will put the issue clearly and squarely before the people of the United States and the members of the State legislatures of the various States and members of Congress.

In my address to the conference, I said: "Men in the United States without a vote are not represented. The mere existence of a right to vote is nothing without the creation of the machinery by which the votes may be registered, and only with the creation of this machinery will seamen be represented in Congress and the State legislatures. Then the seaman will be considered, and no political party will omit his interests when drafting its national platform. No President, or member of Congress, or United States Senator, or member of any of the State legislatures, will overlook the interests and welfare of the human beings aboard American vessels. The people of the United States to-day are in a receptive mood to this step. Woman's suffrage has just been granted. The crews of railroad trains desire absentee voting privileges. Traveling salesmen are clamoring, and have been for years, for it, and for sensible legislation that will permit them to register their votes. If democracy is to function for the seamen as well as these other classes; if representative government is to be representative in fact as well as in name, then the election machinery must be altered so as to provide for the proper and efficient registration of their votes."

Now is the time to act, and the formation of this association, I hope, marks the beginning of a new era in the lives of American seamen.

Very truly yours,
S. B. AXTELL.

New York, July 7, 1919.

It would be difficult to think of any question less important to the average man or woman than whether the earth is 1,000,000,000 years old or only 10,000,000. But many are none the less interested in it. Three ways there are, says Dr. William Harvey McNairn, of McMaster University, Toronto, by which an effort is made to answer the question, and the three answers afford to the average citizen a wide range of choice. By the oldest method, which reaches conclusions by estimating how long it is taking the sun to cool, the earth is between 10,000,000 and 30,000,000 years old. The geologists, however, studying the age of geological deposits, demand 100,000,000 years; and the latest method, which applies the results of the discovery of radium to estimating the age of some of the earth's minerals, declares the geologists too conservative and figures the age of the earth at anything up to 1,600,000,000 years.

The saying, "A dollar saved is a dollar earned," like most generalizations, is subject to modification. A dollar saved in the purchase of a cheap-labor product is a dollar lost to the cause of decent living conditions.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Injunction Judge "Runs" Auto Plant.

Federal Judge Killets has issued a permanent injunction against several thousand Overland automobile company employes who were locked out when they refused to lengthen their work week from 45 to 48 hours. The court issued the injunction on the plea of a southern selling company that claimed it could not secure Overland products. The injunction is one of those "fair" documents and applies to the company as well as the workers. The court has taken charge of the plant and has appointed an officer to start the wheels a-going, but somehow things are not panning out. Three hundred deputy police have been sworn in. Every reactionary force, which includes a lot of alleged "liberal minded" people, are lined up against the locked out employes, and the Toledo Union Leader, owned by the Central Labor Union, has been sued for damages on the ground that it libeled some of the leaders of the "free and independents."

A committee appointed by the American Federation of Labor failed to adjust the lock out. The committee consisted of John R. Voll, president of the Glass Bottle Blowers' association and Charles L. Baine, secretary-treasurer Boot and Shoe Workers' union. In announcing their failure the bottle blowers' executive said the Overland management "takes the position that there is nothing that they can or will arbitrate, feeling that a so-called benevolence, or profit-sharing, inaugurated by themselves, should satisfy their employes, regardless of their view as to the merits or demerits of the plan.

"I find in the city of Toledo a combination of employers banded together for the purpose of preventing organization of wage earners necessary for their protection in industry and this in view of the new thought in the world and the expression of our government through the War Labor Board and the Peace Conference at Paris.

"This reactionary spirit represents a position dangerous to the community and to the government, as the time has passed when wage earners will accept whatever is handed to them."

Unionism Benefits Far West Woodsmen.

Men who for years have been connected with the timber industry stare in amazement at the change that has taken place because of trade union methods, writes Secretary-Treasurer Norland of the International Union of Timber Workers.

"They see sanitary conditions in camps and mills greatly remedied; blankets and boards, formerly used as covering and mattresses, replaced with sheets and springs; they see general improvement on every hand."

The timber workers are being opposed in their trade union efforts by a company "union" called the loyal legion of loggers and lumbermen, which is referred to by Secretary Norland.

"It is amusing to hear some of these so-called patriots among the lumbermen who are lauding the 4L to the sky and hollering Americanism to the top of their voices and in the next breath hiring as many Japs as their plants will stand."

"Right now lumber and shingle prices are soaring skyward, and there is no telling where they are going to stop. Mills are overstocked with orders that will take months to fill, but has there been any attempt on the part of the operators to take care of the workers' share of this prosperity? Has their allied so-called labor organization done anything? No! It is up to the timber workers to take care of this matter."

Railroad Control Big Victory Factor.

The operation of this country's railroads under government control saved the war for America and the allies because a failure to meet the food situation of the allies in the first few months of last year would have been an irretrievable disaster.

This is one of the statements made by former Director General of Railroads McAdoo in a speech in New York City, which is now being circulated by the American Federation of Labor railway employes' department.

The former railroad chief stated that in February, 1918, the situation was extremely black for the allies. At that time he was invited by the ambassadors of Great Britain, France and Italy to attend a meeting in this city, where written reports on the desperate food situation were read.

"Grave as this message was," said Mr. McAdoo, "the situation as presented orally was much worse. It was stated that the rations of the Italian army had been reduced twice and the French army once; that if food was not immediately rushed to Europe, starvation would overtake the civil population; that the armies could not be adequately supported and that defeat would inevitably result.

"There was but one way," continued the ex-railroad official, "to get the necessary food supplies to the seaboard and that was to do one of the most drastic things ever done in the history of American railroading—send empty cars from the east to the west with all possible speed and regardless of cost and bring them back as swiftly as possible loaded with the necessary food supplies.

"The greatest heresy in railroad management is to haul a car empty when it can be loaded," said Mr. McAdoo. But the order was given for priority to box cars. Practically everything was sidetracked as the streams of empties started westward, in charge of the workers who stood at their posts throughout the storms and blizzards of that winter, "suffering," declared the speaker, "from exposure and overwork," that food might be rushed to the eastern seaboard.

Mr. McAdoo answered the claim that government control of railroads has created a deficit of $200,000,000 with this statement:

"The $200,000,000 deficit represents only three and one-third days' expenditures of

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Officers of British engineering and shipbuilding unions have been instructed by their memberships to open negotiations with the engineering employers' federation for a 44-hour week without wage reductions.

Delegates to the recent annual meeting of the National Union of British Railwaymen were consistent eight-hour advocates. They voted to limit the convention's sittings to eight hours a day, including one hour for lunch.

By a vote of 267,650 to 6,347 British cotton operatives have declared for a 46½-hour week and a 30 per cent. wage increase. The minority favored the employers' offer of a 48-hour week and a 15 per cent. advance.

In an effort to reduce the number of higher-wage strikes the Paris (France) municipal council is considering the establishment of a department that will purchase the necessaries of life in large lots and distribute them at cost to the hundred or more municipal grocery and meat markets now owned and operated by the city government.

The tenth German Trades Union Congress was opened at Nuremberg on July 2 with an address by Carl Rudolph Legien, president of the German Federation of Trades Unions and one of the German commissioners who went to Versailles to receive the terms of peace from the Allies. There were present 664 delegates, representing 52 National unions.

Belgian workers are using the co-operative societies in conjunction with their trade unions, to reduce the cost of living. In 1915-1918 there were 639 co-operative societies formed. During the war the government used these societies as its agents for selling at cost the food stuffs supplied by the food administration.

The effort of large employers in Great Britain to dispense with war bonuses will be resisted by their organized employes. Officers of the Transport Workers' Federation, representing over 300,000 workers, have been instructed to take the necessary steps to make the war bonus a part of the permanent wage. The transport workers are associated with the miners and railway men in a triple alliance.

The executive committee of the General Federation of British Trade Unions has appointed a committee to relieve Secretary Appleton of a portion of the work which he has formerly undertaken. The trade unionist has been driven at too speed during the war and recently announced his resignation because of ill health, but his associates objected. Secretary Appleton was a member of one of the British labor commissions to America during the week.

At the annual meeting of the National (British) Union of Railwaymen, the presiding officer, in his opening address, said that the center of gravity was passing from the House of Commons to the headquarters of the great trade unions and it behooved these organizations to make themselves worthy of the responsibility. This union is associated with the miners and transport workers in a triple alliance that secured the eight-hour day last December after the stage had been set for a nation-wide strike.

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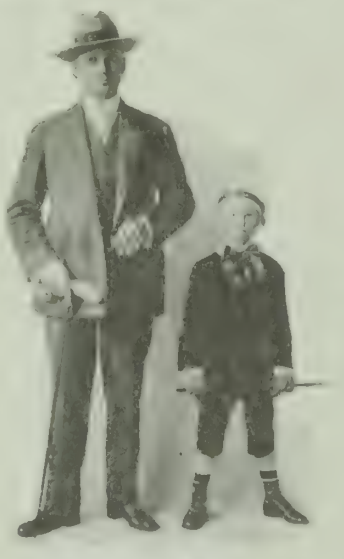

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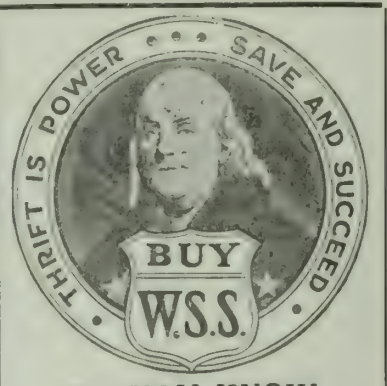

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INFORMATION WANTED.

Anyone knowing the whereabouts of Calvin Pickett, last heard of in Port Arthur, Texas, February, 1918, will please notify G. Schroeder, Agent, Eastern and Gulf Sailors' Association, Port Arthur, Texas. 7-9-19

Any one knowing the whereabouts of Victor Ratner, age 15, last heard of in New Orleans, La., May 17th, will please notify his father Leo Ratner, 17 East 97th St., New York, N. Y. 7-16-19

Pacific Coast Marine.

Chief Engineer Nicholson of the Seattle port commission has recommended West Point, just off South Cove to the west, for Seattle's free port zone in the event that this is made a free port.

W. G. Telfer, superintendent of hull construction in the Northwest Steel Company's Portland plant, now visiting Seattle, stated that the Portland yard will continue extensive ship construction after the completion of the Government program.

Technical experts representing the Australian commonwealth expressed themselves as satisfied with the performance of the new motorship "Benowa" at Seattle, declaring the vessel one of the best of her type yet turned out. The ship is equipped with full Diesel engines.

The Lillico Launch and Tugboat Company has purchased from the United States Government the ocean going tug "Peterson No. 20." The "Peterson" was used during the war by the spruce division towing logs from Coos bay to Portland. She is 65 feet long. Her purchaser intends operating her in the Puget Sound towing service.

Two motorships now on the ways of the Anderson Shipbuilding Corporation yards on Lake Washington will soon be launched and turned over to their Norwegian owners. They are of 3,250 tons capacity each. Each will load for the Atlantic and from there proceed to Norway. The vessels have not been named.

Purchase by the Canadian Robert Dollar Company of the British steamship "War Melody," 1,800 tons deadweight, built by Harland & Wolff, Belfast, was announced by the Vancouver head of the corporation. Ultimately the vessel, now on voyage from Portland, Me., for England, will be placed in the Pacific service out of Vancouver.

The bark "C. D. Bryant" has arrived in Guam, fifty-three days out. This is very good average time, and contrasts with the slow time being made by sailing vessels coming north. She carries Government supplies and will go thence to a copra port for a cargo back to San Francisco.

The 3,500-ton wooden steamer "Fort Wright" has been assigned by the division of operations of the United States Shipping Board to the railroad tie movement from the Sound to the Atlantic coast. She takes the place of the wooden steamer "Bottineau," which will not be completed for a week or two. The "Fort Wright" will load at the Stimson mill in Ballard. The "Bottineau" will be reassigned later.

The Poplar Island shipyard of the New Westminster (B. C.) Construction and Engineering Company has been closed down because of lack of orders, according to a statement made by H. M. Fullerton, secretary-treasurer of the company, who is of the opinion that a quietus has been put on the wooden shipbuilding industry so far as this district is concerned. The company is completing its fifth vessel for the French government.

Lloyd Swayne, Jr., superintendent of the Long Beach Shipbuilding Company's plant, was at San Francisco to make final inspection of the United States Shipping Board's steel freighter "West Cawthon" when the vessel left on her maiden voyage for Manila for the Pacific Mail Steamship Company. The "West Cawthon" was built at the San Pedro shipyard. Swayne was formerly port manager for Swayne & Hoyt in this city and is the son of Lloyd Swayne, Sr.

The auxiliary powered schooner "Mount Hamilton," product of the McAteer Shipbuilding Company, had her official trials on Puget Sound during the week, working out satisfactorily as to every contract requirement, and was delivered to her new owners, Mons Isaaksen and Cornelius Bull. The vessel maintained a speed of eight knots. The "Mount Hamilton" will proceed to Bellingham to load lumber for Queenstown

What is reported to be one of the largest floating drydocks on the Pacific Coast is being constructed at the Moore Shipbuilding Company's plant at Oakland. The dock will consist of five persons, each 90 feet long with a beam of 125 feet. The weight capacity of the drydock will be 18,000 tons. It will be able to dock vessels 500 feet long. More pontoons may be added later to increase its floating capacity.

Hawaiian sugar shipments are now 100,000 tons ahead of the corresponding period of last year, a total of 322,000 tons having been transported to Atlantic and Pacific refineries. The expectation is that the crop will be cleaned up by October 1 to 15. The Matson Company is believed to have in Honolulu the finest sugar loading equipment in the world. With the aid of traveling belts, seven men can load an average ship in that many hours.

The China Mail Steamship Company announced that the steamer "Nile," which has been in war service on the Atlantic, has been released by the Shipping Board and is on her way from Europe to Hongkong. The "Nile" was purchased by the China Mail Company in April, 1916, when the ships of the old Pacific Mail line were put on the market. It is expected the "Nile" will take her place among the vessels of the fleet plying between this port and the Orient.

The wreckage of the cruiser "Milwaukee," which went ashore off Eureka several years ago, is to be sold, it was announced by Commander Henry E. Parmenter, acting commandant of the Twelfth Naval District. Bids for the wreckage, which cost the Government several million dollars to build, will be received by the Bureau of Supplies and Accounts, Navy Department, in Washington. Attempts of the Government to salvage the "Milwaukee" proved futile.

No plans have as yet been made for resumption of regular sailings of the American-Hawaiian line between Atlantic and Pacific Coast ports via Honolulu and the Panama Canal. During the war the American-Hawaiian line lost the following steamers: "Columbian," 8673 gross tons, lost November 8, 1916, "Missourian," 7924 gross tons, lost April 4, 1917; "Kansan," 7708 gross tons, lost July 10, 1917, and the "Montanan," 6659 gross tons, lost August 15, 1917. Three of the company's freighters, "Oregonian," "Hawaiian" and "American," have been turned back to it. These are now in the South American trade. The line's other thirteen ships will probably be released by the Shipping Board in the late fall.
by the Luckenbach Steamship Company.

From present indications, commerce between Puget Sound and Siberia before the end of the present year will reach enormous proportions. A few days ago it was announced that 3,000 tons of general merchandise has been assembled in Seattle for Siberia, and today another cargo of 2,500 tons has been placed in Seattle warehouses awaiting shipment. The steamer "La Touche" has been chartered to carry a big shipment to Siberia for the Siberian Commercial Company. She will sail north August 1 for St. Lawrence Island, which is the distributing point for the company.

Rumors of pending ship sales are plentiful along California street these days. One of the most persistent has to do with the purchase by the Pacific Mail of the seven large steamers that remain of the great American-Hawaiian fleet of 26 steamers before the war. The American-Hawaiian was one of the largest American losers by the undersea boats. Torpedoes and sales have reduced the fleet from the original 26 to 7. The remaining seven are of the large and useful American-Hawaiian type and would, of course, be a great asset to the Pacific Mail in the present state of cargo congestion and reaching out for trade in the Orient. Another rumor, equally well denied, is that of the sale of the La Primera, a Standard Oil steamer, to Walter Scammell.

A libel suit against the owners of the American barkentine "Thrasher" has been filed in the United States District Court at San Francisco by C. Sundstrom, A. Carter and Frank Bradshaw, three seamen who recently completed a six months' cruise to New Zealand on the vessel. The seamen seek to recover $1280 for wages, damages, and the value of clothing lost when, according to their petition, they were arrested and imprisoned at New Plymouth, New Zealand, after they quit the vessel, contending it was unsafe and unseaworthy. According to their statement, Sundstrom and Bradshaw were imprisoned for thirty-two days, and Carter for six days; and following their release they were forcibly returned to the ship, which put to sea before they could recover their clothing.

More vessels passed through San Francisco last month than in June, 1918, and their tonnage was considerably greater, according to figures compiled by the marine department of the Chamber of Commerce. In the month just closed a total of 372 vessels arrived at that port, against 309 arrivals in June, 1918, while 398 departed, compared with 375 in June, last year. The total tonnage of the vessels arriving last month was 395,594 steel and 53,575 sail. In June, 1918, the steamships arriving represented a tonnage of 335,018 and sail a tonnage of 89,144. Departures last month showed a total tonnage of 453,354 of steamships and 57,153 tons of sailing ships. The departures for June, 1918, represented a total tonnage of 343,153 of steam vessels and 99,196 tons of sail. The significant feature of this report is that it demonstrates that with the close of the war there are more steamships in operation and less business for the windjammers. Many of the latter that were hauled off the mudflats to do a war turn are already being consigned to ships' graveyards again.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 16, 1919.

TRAINING SEAMEN.

One of the most significant actions of the recent American Federation of Labor convention was the adoption, by unanimous vote, of the following resolution introduced jointly by the delegates of the National Association of Masters, Mates and Pilots, National Marine Engineers' Beneficiary Association, and International Seamen's Union of America:

Whereas, The Recruiting and Training Service and the Sea Service Bureau of the United States Shipping Board are asking Congress for an appropriation under which those war institutions may continue during peace; and

Whereas, Both of those institutions are useless for any practical purpose, and, if we really mean to build up a personnel for a merchant marine, we should return to the system of training men on board ships actually engaged in the ocean and coastwise service and under the direction of the ship officers; therefore, be it

Resolved, That the convention hereby enter an emphatic protest against any further appropriation being made for the continuance of the above-mentioned institution; and, be it further

Resolved, That these resolutions be forwarded to the Appropriation Committee in Congress.

The resolution is self explanatory and right to the point.

As a war measure almost any expenditure of money could be justified. But to continue the deliberate squandering of public funds on an alleged Recruiting and Training Service, which neither recruits nor trains, would be little short of criminal waste.

Sooner or later American merchant vessels will be compelled to do what the ships of all other nations are doing, i. e., carry and train the young men who are to become the able seamen, officers and masters of the future.

Every other industry trains its future personnel where it ought to be trained—right in the workshops. No one has so far suggested that the Government establish national schools for printers, molders or machinists. Yet, it would be just as reasonable and logical to discontinue the good old apprenticeship methods in vogue among these crafts as it is for the Government to continue its present wasteful, inefficient and utterly impractical system of training merchant seamen.

American boys can and must be trained on the ships which are to become their working tools. Our great new merchant fleet is big enough to take care of all. But with few honorable exceptions American shipowners have failed to render the necessary co-operation in this respect. They have been perfectly willing to let "George" or the Government do it.

The first thing necessary to bring about a new state of affairs is to abolish those war-time training schools; the next is to compel each American merchant vessel in the offshore trade to provide suitable accommodations for boys and ordinary seamen; and the final step is to compel owners of vessels to carry a certain quota of such.

NEW BILLS IN CONGRESS.

Congressman Alexander has introduced a bill, providing for the establishment of load lines for certain vessels. Enforcement of the law devolves upon the Secretary of Commerce, who may appoint the American Bureau of Shipping or other corporation or association, qualified to perform the service. The bill (H. R. 3621) is an exact duplicate of the one which died with the last Congress. It has been referred to the Committee on Merchant Marine and Fisheries.

Congressman Montague and Senator Nelson have each introduced a bill relating to the right of action in the United States courts for death on the high seas and other navigable waters. The personal representative of the decedent may maintain a suit for the benefit of a decedent's wife, dependent relative, etc., against the vessel, person or corporation which would have been liable if death had not ensued. Recovery is to be "fair and just" compensation for pecuniary loss. Suit is to be begun within two years unless there has been no reasonable oportunity for securing jurisdiction of vessel, etc., in which event ninety days grace is given. These bills are not to be applicable to the Great Lakes or waters within territorial limits of any State nor are they to affect pending suits.

Mr. Montague's bill is known as H. R. 5282; and Senator Nelson's as S. 2058.

The introduction of these two bills constitute a sort of belated confession by at least two distinguished members of Congress that there is real need for the enactment of a Federal Seamen's Compensation bill. Such a measure is pending in Congress. It was introduced by Senator Johnson of California and has the unanimous endorsement of the three great American marine labor organizations.

Every civilized maritime nation on earth, except America, has a compensation law for its seamen.

Several of the great maritime countries, including Great Britain have load line regulations, but America has none.

Is it not high time to stop writing about alleged discrimination, by unfair laws, against American shipowners?

And instead, is it not nearly time to give American seamen at least as much protection as is already given to the seafarers of nearly all other competing countries?

Some persons can't help opposing trade unionism for much the same reason that some persons can't help jumping from a great height. Lightheadedness does it.

AMSTERDAM'S LABOR CONGRESS.

When the International Labor Congress opens at Amsterdam, on July 25, a session second only in importance to the recent Paris Peace Congress will be under way.

Chester M. Wright, in a news bulletin written on behalf of the American Alliance for Labor and Democracy, makes it clear that one big fact makes this coming Amsterdam congress stand in this class.

This is the fact:

The Amsterdam congress will discuss and act upon the attitude organized labor is to take toward the International Labor Congress which is a part of the League of Nations machinery.

If the International Labor Congress to be held at Amsterdam should decide to remain out of the International Labor Congress, which is to meet at Washington, D. C., in October, the latter congress could not be held for this reason:

The congress is made up of delegates chosen by organized labor, employers and government. Governments have one-half the delegates, employers one-fourth and labor one fourth. If labor were to refuse to send delegates there could be no such thing as a labor congress as the treaty intends it.

If the International Labor Congress is broken up because of labor's refusal to participate the machinery of the League of Nations will sustain a rupture that will at best be quite severe. Thus, the Amsterdam congress becomes of the utmost moment to the world in general, as well as to labor in particular.

The American Federation of Labor, as the result of action taken in the Atlantic City convention, is firmly committed to the support of the Peace Treaty, to the labor section of the treaty and to participation in the international labor congress to be held in Washington.

Daniel J. Tobin, president of the Teamsters' Union, has been selected by the American Federation of Labor executive council as co-delegate with Samuel Gompers to the Amsterdam congress. President Gompers and Mr. Tobin sailed on the "Mauretania" on July 11 from New York.

In addition to a discussion of the international labor attitude toward the labor congress to be held in Washington in October, the Amsterdam congress probably will decide the question of moving the international headquarters from Berlin, with a probability that the seat of the League of Nations will be selected as the new headquarters city.

Carl Legien, pre-war secretary of the trade union international, will undoubtedly be succeeded by some representative of an allied or neutral nation.

Guy Oyster, who accompanied the last two American labor missions abroad is again serving as secretary to this mission.

The organized workers may agree to the employer's proposal to deal with his employes "as individuals" as soon as the employer agrees to abandon the trust, corporation, company and copartnership, and go back to the primitive relations of master and man. And that will be plenty soon enough.

Frequently the wisdom of any proposed step may be judged at an inverse ratio to the amount of condemnation it receives. In this as in all other matters we consider the source.

TOLERANCE IN THE LABOR PRESS.

The average labor editor has a great deal of tolerance with the other fellow's views. It is perfectly natural that this should be so for progress among the working people would be impossible without broad tolerance. But there are exceptions to the rule and perhaps the most horrible example of the latter is James W. Mullen, editor of the San Francisco Labor Clarion.

Whosoever differs with Mullen and dares to say it does so at his peril, for he will surely get a personal lambasting in the columns of the Clarion. One would think that men with an almost unmatched record for service to humanity like Andrew Furuseth or Senator Hiram W. Johnson, would be immune from personal attack—but Mullen is merciless. Armed with his trusted pencil he will, like the famous Don Quixote, charge anything—anywhere.

To be sure, if the Labor Clarion were the personal property of this bellicose editor it would not matter very much for each man is entitled to his personal opinion about others. But the Clarion is an "official" paper owned and controlled by the San Francisco Labor Council. So when Editor Mullen tries to belittle Senator Johnson and Andrew Furuseth he does so "officially," in behalf of the thousands of men and women who constitute the great labor movement of San Francisco. Now, everyone knows what the verdict of San Francisco's trade-unionists would be if the issue were an appraisement of the life work of Furuseth and Johnson on the one hand and James W. Mullen on the other.

Yet, Mullen continues to wield his pen, "the pen, that mighty instrument of little men."

A bill has been introduced by Congressman Walsh, creating a Department of Marine and Fisheries. The bill places all marine branches of the Government under said Department, including the Coast Guard, Bureau of Fisheries, Lighthouses, Navigation, Steamboat Inspection, Shipping Board, and Waterways Commission. The Shipping Board will be designated the Bureau of Merchant Marine, and will carry with it the duties now prescribed by law. It will be composed of a Director General and four assistants until the expiration of terms of the present incumbents, whereupon the President is to appoint a Director General and an Assistant.

The labor movement, like every other movement that moves, is subject to a good deal of uncomplimentary remark from those who stand still and sneer. Probably the mule who looks over the fence and wobbles an ear at the lightning express has a rather small opinion of railroad speed.

The "international merger" business will not reach an ideal perfection until the workers of the world go into it.

The success of any civilization is to be measured by the comfort of its workers, not by the affluence of its drones.

The non-unionists are the comets of the social system. You can never tell at what moment they may collide with each other.

INDUSTRIAL ILLS DISSECTED.

Secretary Wilson in Masterly Address Raps Both I. W. W. and the Bolshevist Breeding Employer.

Following is the address, in full, of the Hon. William B. Wilson, Secretary of Labor, delivered at the convention of the American Federation of Labor, Atlantic City, N. J., June 13:

The wage workers of our country have reason to be proud of the part they have played in the great world war for freedom and democracy. You have reason to be proud not only of the part you have taken in the struggle but of the great part that has been played in the contest by your selected representative, the president of the American Federation of Labor. Upon him has devolved not only the direction of your forces and associated forces in the great struggle against the military autocracy of Germany, but there has also fallen upon his shoulders—and he has borne the burden manfully, he has directed the movement intelligently—the great burden of conducting the battle against the other insidious forces that would endeavor to utilize force for the destruction of democracy—the powers of Bolshevism as expressed in some of the countries of eastern Europe.

The part played by labor has been due in great measure to the appreciation by labor of the development that has taken place in the progress of human democracies. I have a theory—and time alone will demonstrate whether the theory is sound—that every individual and every group of individuals become influential in the affairs of the government just in so far as the individual or the group of individuals are necessary for the defense of the State.

I know my British friends will pardon me if I refer to what in my mind was the great starting point in the development of modern democracy. I do not look upon the Battle of Bannockburn as being purely the heritage of those of Scotland. I look upon it as being the heritage of the masses of the people of all the world. Those of you who are familiar with the history of that struggle realize that up until that time the only people who were permitted to participate in the affairs of government were the monarchs and the nobility, the nobility comprising the flower of knighthood. And the nobility were permitted to participate because the man on horseback and in armor was the man who at that time was necessary for the defense of the State. Nearly all of the nobility of Scotland had been brought up at the court of England and when the Battle of Bannockburn took place very few of the men in armor were on the side of the Scottish monarch. He had to depend for his support in the conflict upon the yeomanry of his country. The British monarch was there forced to sue for terms and the European military chiefs were compelled also to change their tactics. From that moment dated the fall of knighthood and the beginning of manhood.

Slowly the masses of the people represented in the yeomanry began to realize their importance, and before the reign of Bruce had passed they had compelled him to yield concessions to the yeomanry of that country; and this was true also of Edward and over on the Continent. The individual, the man in the mass, the man of society began to see the dawn of a new day.

Workers' Importance in War.

Modern warfare has still more thoroughly accentuated that thought. In the battles of ancient times it was frequently possible for large armies to support themselves through the country in which they were operating, receiving but a small portion of their supplies from home. From the days when Joshua overcame the enemies of Israel until Sherman made his famous march to the sea, great armies supported themselves upon the country in which they were fighting.

That is no longer possible, and it has been variously estimated that it takes anywhere from six to ten workers in the rear to maintain one soldier in the trenches. Consequently the workers of all the world have become more important factors in the defense of their respective countries, and they are insisting and will continue to insist that in the consideration of the problems of reconstruction the laws shall be so constituted and social affairs so conducted that every individual in the community shall have the greatest possible opportunity for self-determination.

Employers Helped I. W. W.

I recall conditions we met with in the Middle West when the President's Commission on mediation was sent to investigate conditions brought about by the Industrial Workers of the World some two years ago. The Industrial Workers of the World had almost gone out of existence prior to that time.

Suddenly there was a renewal of activities. Industries that were essential for the success of the war were being tied up, there seemed to be no way of keeping them in operation, and the President appointed his commission, of which I had the honor of being chairman. We went out to investigate; we found some oddities,

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 14, 1919.
Regular weekly meeting came to order at 7 p. m. Secretary reported shipping good; more members ashore. Donated $250 to the Telephone girls on strike. Committee interviewing the shipowners for increase of overtime reported progress; speedy settlement anticipated.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., July 7, 1919.
Strike called off; men have gone back to work.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., July 7, 1919.
Strike called off; men have gone back to work.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 7, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, July 7, 1919.
Shipping quiet.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 7, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, July 7, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, July 7, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, June 30, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 12, 1919.
Regular meeting of the Marine Cooks & Stewards' Association came to order at 7 p. m., David Jones in the chair. Secretary reported shipping fair.

E. F. BURKE, Sec'y pro tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, July 2, 1919.
No meeting; no quorum. Agent reported shipping good.

J. LEONARD, Agent.
Grand Trunk Dock Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 2, 1919.
No meeting; no quorum. Agent reported shipping good. No members ashore.

JOE MACK, Agent.
No. 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Karl G. M. Eisner, No. 852, a native of Germany, age 29. Died at Fort Bragg, Cal., January, 1919.

John L. Huovi, No. 2441, a native of Finland, age 26. Died at Sydney, Australia, February 8, 1919.

Until further notice all shipments of wheat flour from the United States to destinations in the Western Hemisphere may be exported under the general license known as HS-250, without the exporters having to make individual application and receive a license for each shipment, according to an order received at San Francisco by the United States Grain Corporation from Julius H. Barnes, Federal wheat director. The order is viewed as a considerable advantage to the business of American exporters and millers. The customs authorities have been advised of the order.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Activity being shown by railroad workers in closing up their organized ranks is smptomatic of the approaching crisis in the transportation world. The private railroad corporations are bankrupt. That is no longer a secret at Washington. To pull them out of the bog means either that they must be subsidized out of the public treasury or that the employes and traveling public must be fearfully exploited during the next generation.

The railroad workers are determined to resist exploitation. They will not tolerate a reduction in wages, at least while the cost of living remains at its present inflated level and there is no reasonable prospect that the price of necessities will come down soon. There is the deepest significance in the coming amalgamation of the brotherhoods with the American Federation of Labor. All intelligent men and women among the workers can see the storm coming and are making ready to meet it. A conservative United States Senator, whose name has long been associated with railroad legislation, sums up the outlook when he declares, in private conversation:

"The railroads are overloaded with water and waste. They must raise their traffic rates with ever-increasing frequency in order to pay their honest bills and their dishonest dividends. And when they increase their rates they boost the cost of living on the one hand and diminish their volume of trade on the other. Within a few months their finances are just where they were before, while the public has been driven farther along the road of discontent by the increased cost of living. I am despondent about the outlook; and even if we manage to save the railroads, all the other basic industries are almost as bad off. The coming year may find America in the same economic and industrial plight that already prevails in Europe."

Perhaps this Senator is unduly pessimistic; but it is hard to think so here in Washington, where the private conversation of men is so different from the general air of public confidence in our post-war conditions and outlook.

The railroad brotherhoods are not among the pessimists. They are too busy to be gloomy. They have a genuinely constructive plan for solving the transportation problem—the only constructive plan that has appeared. It need not be described again at length. The idea is that the Government shall first squeeze the water out of railroad valuation, purchase the lines by a bond issue, and then enter into contract with the organized workers to operate the roads. Glenn E. Plumb has worked out the legal details of the scheme and is busy pushing it from his headquarters in Washington.

Members of Congress who are still too timid to commit themselves on the question confess that the Plumb plan is the sanest that has been presented. It represents an effort by the workers to apply common sense to a situation which has been characterized for half a century by public neglect and private cupidity. It aims to roll a burden off the people's back and establish the railroads permanently on a basis of service. Every alternative plan entails either a direct increase in the cost of living, which the organized workers declare they will not tolerate; or a direct cut in wages, which they will resent even more. It is typical of the so-called "public" that it remains inert and voiceless even now when the crisis is upon the country.

This week witnessed a conference in Washington by the spokesmen of some fifteen smaller organizations of railroad workers, whose ambitious aim is to effect an amalgamation of all railroad employes within a single organization. This phase of the effort originated in May when the Order of Railway Station Agents met here and authorized their president, Earl H. Morton, to confer with the other bodies. The present meeting at the Continental Hotel was meant to be entirely private, and Mr. Morton expressed to your correspondent his regret that publicity had been given to the movement before any definite progress could be reported. President Morton is one of those who see that the whole railroad issue will either be adjusted along the lines indicated by organized labor or permitted to drift into a fatal muddle.

There is nothing to indicate that the big brotherhoods or the American Federation of Labor are immediately concerned in the "one big federation" dream of the station agents and their friends, but the effort must be recorded as a part of labor's campaign of preparedness for coming events.

* * *

Senator Kenyon and Representative Anderson have introduced twin measures for the control of the packing industry for which support is solicited from workers in that industry, particularly, and from the consuming public generally. The bills begin by requiring every dealer in live stock and butchered meats, and every dealer in dairy or poultry products, who does more than $500,000 worth of business a year, to take out a Federal license from the Commissioner of Foodstuffs, an official who will operate under the Department of Agriculture.

Holders of these licenses would be limited to the particular branch of the food industry to which their licenses applied. Every person or corporation would have to refrain from "the purchase, manufacture, storage or sale of foodstuffs or commodities other than those handled in the business for which the license is issued." This provision is aimed to destroy the great monopolies in "by-products" which have developed at the packing centers.

Under the proposed law every concern must permit the Commissioner of Foodstuffs to examine its records and pay a severe penalty for false statements, concealments or perversions of the truth. Of particular importance is the provision which empowers the Secretary of Agriculture to revoke the license of any dealer suspected of concealing the facts about his business. But the public would not be deprived of the foodstuffs handled by a concern which lost its license. The bill directs that the courts shall appoint a receiver to manage every such business, to act "in the interest of the public," pending such time as the proprietors may convince the courts that they are worthy to resume the control of the business.

More striking still is the clause which provides that when a concern has lost its license the burden shall rest with such concern to prove in court that the license should be restored. "When the evidence warrants" the Government may take away a license. To get it back the packer must expose all the secrets of his business and make them matters of public record. This provision is expected to make the packers very careful to avoid suspicion that they are cheating the consumers.

Most encouraging of all is that part of the proposed law which directs the Secretary of Agriculture to co-operate in developing private, semi-private or public rivals to the big meat packers. The Commissioner of Foodstuffs is directed to issue license for stockyards, slaughter houses and allied enterprises to "any public, quasi-public or other corporation or co-operative association or to any agency controlled or operated by a State."

The Department of Agriculture is further directed to assist all rivals to the big packers by supplying them with scientific data, such as standardized building plans, and to co-operate to procure for them sufficient transportation facilities. All railroads are required to furnish rolling stock as required by all holders of the Federal license, and the big packers are forbidden to use any refrigerator cars not so furnished by Government direction. Furthermore, "no licensee shall own, control or have any interest in" any stockyard, except during the first six months after the passage of the act.

Both as consumers and as wage-earners the workers have suffered from the monopoly enjoyed by the "Meat Trust." Friends of the Kenyon-Anderson bills invite organized labor to scrutinize them, advertise them and give them such support as they may appear to deserve.

* * *

Postmaster General Burleson continues to receive his daily drubbing from some hostile section of the public he is supposed to represent. Organized employes of the Potomac Railroad yards, Alexandria, Va., and telegrapher operators at that point "did their bit" in this respect the other day. They adopted a resolution calling upon President Wilson to oust Burleson with all possible speed, on the ground that "his incumbency is a detriment to the services of the Government of the United States," and because he "has shown himself incompetent and unable to discharge the duties of Postmaster General."

This denunciation of his rule comes just at a time when Mr. Burleson is congratulating himself upon his victory over the strike of the Commercial Telegraphers' Union. There is no denying Mr. Burleson's victory in this case. The strikers have been forced to drop their fight and to seek re-employment on such terms as the companies, under Burleson's direction, may care to grant. But it is important to know how the strikers were beaten. It is clear from a description given by the strikers' chief, S. J. Konenkamp, that Burleson is possessed of such autocratic and far-reaching governmental powers that no strike against him could ever succeed unless it were a general walkout of the

operating and clerical staffs of the telegraph, telephone and railroad lines. Konenkamp says in a statement to the returned strikers:

"You have sought a minimum of the things which the present Government administration says all workers should enjoy. You have not only been denied those rights, but Governmental agencies have been used to prevent your getting them by exercising your own economic strength. We find that sending telegrams from city to city in suit cases is allowed, a thing for which Western Union officials were arrested when they tried to do it without Mr. Burleson's consent. We find that telegrams are also being sent through the mails without restriction. The telegraph officials say the Government is footing the strike losses. Despite all his high-sounding words, Burleson has fought us at every turn, and his party must take the blame."

* * *

The housing shortage in the District of Columbia is typical of conditions existing in all centers of population. Building is almost at a standstill and rents keep going up. Perhaps the outlook would be more hopeful if the attitude of organized labor in Washington were typical of labor's attitude elsewhere. At a recent meeting of the Central Labor Council a resolution was passed demanding that "Congress enact legislation at once to raise the entire revenues of the District of Columbia by taxing the site value of land in the District, exempting all improvements, to the end that land speculation and land monopoly be done away with, and every encouragement be given to prospective home owners and builders to erect new dwelling places."

Uncle Sam acknowledges that his clerks here are receiving less than a living wage when he agrees to pay them a bonus of $250 to meet this year's increase in the cost of living. Another proof of it is the rapid growth of unionism among the public employes, some 30,000 of them, including scientists, now bear union cards in Washington alone. And the motto of the organizers is that very patriotic one: "In Union There Is Strength."

CAUSE OF SOCIAL UNREST.

A sane and logical discussion of social unrest appears in the editorial columns of that excellent daily, The Christian Science Monitor.

Those who have acquired the habit of shouting "Bolshevik" at everyone who suggests or proposes a change in the established order of things, would do well to read and digest the homely truth so ably presented by the Monitor, as follows:

"It is a law of the human mind that every great war is followed by a period of social unrest. It is not scientifically law, but it gets its apparent indorsement from the suggestive insistence of material reasoning. If you ask why this should be, the reply given is an exceedingly simple and apparently conclusive one. The dislocation of trade has caused prices to soar, the disbandment of armies has flooded the labor market, the temporary depletion of industries has produced a shortage of manufactures, and so ad infinitum. Of course this is only a very roundabout way of saying that the human mind itself has been in the wars, and in consequence is suffering from confusion bordering upon chaos. But the human mind always prefers groping its way through a maze to following the high road, and so it offers twenty material explanations of an obvious metaphysical fact.

"It is a curious fact, however, of which notice might be taken by the world, if the world were not too matter-sodden to be capable of so doing, that in spite of all the warnings of history no government ever really prepares for what has come to be called the period of reconstruction. It was just the same when the hundred years of war waged by Richelieu, by Mazarin, and by the grand Louis for the predominance of French ideals in Europe had been brought to a close by the peace of Utrecht. No one then but that sublime rascal Cartouche seemed to know how to take advantage of the conditions obtaining. A century later, after Waterloo, it was once more precisely the same. No comprehensive effort had been prepared to deal with the prophesied disorganization and distress, so that recourse was to the primitive methods of Peterloos. Another hundred years passes, and so it is again to-day. The press, the platform, and the soap box have showered warnings, advice, and even threats upon the governments of the world, with just about as much effect as if they had been talking to the Seven Sleepers or those eminent reactionaries Louis, Castlereagh, and Metternich.

"The passing of the centuries has not, however, made the policy of reaction either an advisable or a stable one. This may be seen in the temper of the masses. Bolshevism is a very different thing from the burning of hayricks, and Winnipegs bear no relation at all to Chartist riots. A great unrest is mastering the human mind. It may be observed in its altogether unrelated manifestations, in the Japanese boycott in China, the coal inquiry in London, or the I. W. W. activities in America. These, perhaps, are indications which might have been looked for. But side by side with them are totally unlooked for explosions of the conservative temper, such as the revolt of the actors, the formation of the middle class union, the strike of priests at Lorette. Nor is this by any manner of means all. Every one who understands history knows that the whole condition of the world is approximating to that which ushered in the Renaissance, but with one marked difference. The Renaissance was a European movement. The unrest of to-day is a world movement.

"A great effort is being made to show that this unrest is all the result of a specific mesmerism labeled bolshevism. But this is putting the cart before the horse. That bolshevism is mesmeric there seems no reason to doubt, but bolshevism is also an effect, and never cause. Bolshevism, in short, is the result of the unsettling of the human mind by Armageddon, acting on the essentially emotional and uneducated mentality of the Slav. It is exactly this that makes it mesmeric, for the emotional mentality, unused to scientific thinking, and so to protecting itself, is swept off its feet and hurried into excess in a way impossible with a mentality trained to hard reasoning. And this is where the intellectual is caught as easily as the uneducated. Of course, the anarchist everywhere has striven to adapt bolshevism to his purpose. He has been successful or unsuccessful in exact proportion to the ignorance and materiality of his medium, and the senile efforts made by his opponents to discredit every form of advanced thought, desirable or undesirable, by confusing it with the latest bugbear. The way to crush bolshevism is, obviously, to expose exactly what it is, not to drive it under the surface or, worse still, to induce people to human foolishness is the product of the fanatical and unbalanced mentality of Lenine.

"believe that some merely idiotic phase of

"The natural way out of the whole difficulty is to recognize the facts. The world does not stand where it did before Armageddon, and there is no use pretending that it does. No doubt the Roman Catholic Bishop of Norwich, lance in rest, riding down the rebellious peasants at North Walsham, regarded those starveling serfs very much as the Bolsheviki are regarded by the forces of reaction to-day. And he too had, in their murderous doings, his excuse. The madness of revenge always follows the madness of misgovernment. At the same time the unrest of to-day is no more caused by Lenine or Trotzky than the unrest of the fourteenth century was caused by Ball or Tyler, Langland or

(Continued on Page 11.)

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

the government, and yet I venture to say that the results obtained by the $200,00[illegible] expended on railroad operation produced greater results than any like amount of money expended by the government throughout the entire period of the war."

Women, Fish and Rabbits.

The Illinois Legislature has refused to pass a woman's eight-hour law, but the debate afforded fifth-rate politicians an opportunity to show their ignorance of the social significance of this question. One of the law makers said it should be called a "more jobs" bill.

One advocate of the bill, infuriated at the levity, declared that the question was treated as football, and that respect for the womanhood of the State was the last consideration of the opposition.

In an afternoon session of the assembly, a contrast was shown in the law-makers' treatment of the fish and game bill.

Then the "funny" solons dropped their levity and seriously considered whether it was more humane to trap a rabbit or kill it outright with a shotgun. The size at which fish should be caught was also discussed in the most sober manner by these law makers who are not opposed to long hours for working women.

War's Dead 7,450,000.

The War Department says that the best information obtainable places the total battle deaths for all belligerents in the great war at 7,450,000, divided as follows:

Russia, 1,700,000; Germany, 1,600,000; France, 1,385,000; Great Britain, 900,000; Austria, 800,000; Italy, 330,000; Turkey, 250,000; Serbia, 125,000; Belgium, 112,000; Roumania, 100,000; Bulgaria, 100,000; United States, 48,900; Greece, 7,000; Portugal, 2,000.

Total deaths in the United States army was 112,422, and the total number of wounded Americans, 230,089. Two of every three American soldiers who reached France took part in battle.

The Americans fought in 15 battles for 200 days. America's cost of war to April 30 of this year was $21,850,000,000. The total armed force, including army, navy and marine corps, was 4,800,000. The total number in the army was 4,000,000, and of these 2,086,000 went overseas. The number who fought in France was 1,390,000.

Social Changes Needed.

Special privilege and unfairness to working people must go, declared Chief Justice Winslow of the Wisconsin State Supreme Court at a joint meeting of Wisconsin and Minnesota lawyers.

"To deny that grave faults and abuses exist is to deny patent facts," said the speaker. "To assert that no changes are necessary is stupid, no less than dangerous. Labor is aware of its power and confident of its right to a greater share in the returns of industry, as well as to a share in the management and a more certain tenure of employment; there is a very widespread conviction also that wealth must in the future make far greater contributions to the public exchequer than it has done in normal times before and there are other claims of unjust privilege insistently made which deserve the most serious consideration."

Filipinos Are Literate.

Seventy per cent. of the inhabitants of the Philippines over 10 years old are literate, as shown by the 1918 census, according to a cable received by the War Department from Vice Governor Yeater at Manila.

The Philippine Mission, now in this country, states that this literacy is almost as high as that of some of the southern states in the United States, and is higher than Greece, Italy, Portugal, Roumania and Servia. In urging independence for the Philippines, the mission states that the last Philippine legislature voted 30,000,000 pesos ($22,500,000) to extend the educational system so that schools will be available to every child and youth in the Philippines.

INDUSTRIAL ILLS DISSECTED.

(Continued from Page 7.)

many credulities that the average man in the labor movement would not stand for. We found that people were coming in "on the rods" to the mining camps of the mountain regions of the west, coming in quite large numbers to establish a local of the Industrial Workers of the World, and then without submitting the question to the voice of the workers themselves, in organization or otherwise, declared strikes against the companies that were operating, declaring those strikes for a given wage and for a given number of hours, refusing to meet the employers in conference and insisting that it must be this rate which they published, and no other, and that illness itself would follow.

But that wasn't all. We found that wherever the legitimate, evolutionary aspirations of the workers were given an opportunity to develop, there the Industrial Workers of the World found no foothold, that it was only in the places where there was the iron hand of repression on the part of the employers used upon the workers themselves that this peculiarly revolutionary spirit found any expression whatsoever. It found expression in addition to the manner that I have stated in the philosophy that was being taught.

All Admit Justice.

They announced the philosophy as the basis of their movement that every man is entitled to the full social value of what his labor produces. Now that philosophy is purely of Socialist origin. It has its first enunciation through Marx, but it is also a philosophy that every individual can subscribe to with thoroughness and with complete acceptance of the principle—every man is entitled to the full social value of what his labor produces.

The great difficulty has been that human intelligence has not yet devised a method by which we can compute what the social value is of anyone's labor. No one can compute the value of your labor, no one can compute the value of my labor, no one can compute the value of the labor that has been performed by the president of this organization, or the labor performed by the man with a pick and shovel in the ditch.

Our intelligence has not yet as yet devised a method by which we can compute it, and so in the years gone by we have endeavored to meet the computation by one of three processes—by the process of the employer using his economic power to arbitrarily fix the compensation for the workers; the process of the worker using his collective power, arbitrarily fixing the compensation and imposing it upon the employer, and the process of negotiation.

The Poison of Sabotage.

The next position that they laid down as the second step in the philosophy they were building was that property is only valuable insofar as profits can be secured from the property, that if you eliminate the profits the property and becomes valueless, no one will want to retain it; and that, as far as it goes, is also sound. If there is nothing that can be produced from a piece of property that will be valuable to mankind, then no one wants to be bothered with possession of that property.

Then came what to me and to the minds of the great bulk of trade unionists of this country that I have come in contact with was the poison in their whole philosophy. They said that the way to destroy the value of property was to strike upon the job, that is, to "soldier," as we would say here in the East, to put sand upon the bearings, to break the machine, to destroy production, and to reduce the amount of returns from the labor to as small a point as possible enabling the worker to retain his job, and they were certain that when you had done that the profits would be eliminated, the owner would no longer desire to retain the property, and it could be taken over by the workers, operated collectively, and the workers secure the full social value of what their labor produced. Whatever there may be of value in the collective ownership and operation of property, there is at least no value whatever in that method of bringing it about.

Allied with Bolshevism.

The employers and employes have a mutual interest in securing the largest possible production with a given amount of labor, having due regard to the health, the safety, the opportunities for rest, recreation and improvement of the workers. These being safeguarded, the larger the amount that is produced the larger will be the amount that there is to divide. If there is nothing produced there will be nothing to divide.

Closely allied to the work of the Industrial Workers of the World during the past year, at least, there has been more or less Bolshevist agitation in the United States. It has not been to any great extent prevalent among the real workers of the country; it has existed principally amongst the parlor "coal diggers" of our greater cities. I have no fear of a political revolution in the United States. It may be possible that these "parlorites" may misguide a sufficient number of practical men of labor to cause local disturbances that will be annoying, but no one in the ranks of labor, whether he is classed as an extreme Radical or an extreme Conservative, or any of the elements between these two, will stand for Bolshevism for a minute when he knows what Bolshevism itself stands for.

Prods Parlor Proletarians.

They prate a great deal about the dictatorship of the proletariat. We who have been more or less familiar with the theories that have been promulgated by Marx and his assertion of the "dictatorship of the proletariat" had interpreted the term to mean that a majority of the workers of the land would determine the policy of it and impose it upon the balance of our people, and our workers were not willing to accept even that kind of a principle.

They realized the long centuries of struggle there had been to secure the franchise on the part of the workers, the claims that had been made that they had no property to be taxed, and having no property to be taxed they should have no voice in imposing the tax, and in addition to that, they had not developed enough, that they had not sufficient intelligence to be permitted to participate in the affairs of State.

Would Mean Abject Slavery.

From the time that Moses led the Israelites out of bondage in Egypt until Lincoln issued his Emancipation Proclamation, the struggle of the masses has been to get away from slavery, to get away from compulsory labor; and yet it is proposed by this new form of government to reintroduce obligatory labor for the workers of the world, imposed upon them by a small group of the "parlorites" of Russia.

The great distinction between slavery and freedom is that every man shall have the right to cease work for any reason that may be sufficient to himself. We have protested to the extent of sacrificing our blood and our treasure against the military autocracy of Germany, and yet the military autocracy of Germany was built upon exactly the same idea—that the Kaiser and his group of advisers knew better what the workers desired and what the workers needed, what was good for them, than the workers knew themselves. And this new group, setting itself up as the advance guard, take exactly the same position that they know better what is good for the workers than the workers know themselves.

The American working man wants nothing of that kind of dictatorship of the proletariat; the American working man wants nothing of that kind of obligatory labor; the American working man wants nothing of either the political, the social or the economic conditions that have existed and still exist in Russia. We have worked out our destiny far beyond that stage, and we are willing to continue to work it out to the achievement of higher ideals, not by the will of an advance guard, no matter how just or right their position may be, but by the will of the majority themselves.

Our Hard-Bought Freedom.

The use of force, as some of these people are advocating, for the overthrow of our institutions, we will not tolerate. Why, my friends, our institutions have been until recently the most completely democratic institutions in the world, and it is only recently that Great Britain has come up alongside to shoulder with us.

Our Declaration of Independence, while it declared, as I have stated, that "governments derive their just powers from the consent of the governed" did not give to all the people a voice in the affairs of State. The adoption of the Constitution did not give that right and that privilege. It was not until after sixty or seventy years of struggle that there came to the workers of our country practically universal manhood suffrage, and every element in our country had at least the right to express its voice in determining how the affairs of State should be conducted.

EXPENSES OF CONGRESS.

Members of Congress must play an awful sight of poker, according to a story printed in the June issue of the Searchlight, edited by Lynn Haines at Washington, D. C., in which cases are kept on Congress.

Odd expenditures for members of the House of Representatives, including safety razor blades, pocket knives, powder puffs and manicure sets are exposed in Haines' story. After an account of the secret caucus of the Republican Congressmen, the story proceeds as follows:

If these revelations of secrecy in high and low places make you discouraged and depressed, turn now to page 172 of the annual report of the Clerk of the House of Representatives for 1917. There, in the stationery account, paid out of the "contingent fund" of the House, you will find items as varied and entertaining as the best vaudeville.

I never go over these mute statistics of political finance without the feeling that many of the entries should be interjected with (laughter), as undelivered speeches often are. Certainly they are funny. As you help to pay the bills, you are entitled to laugh—and then swear.

For example, on page 183, these items appear:

12 dozen Angelback playing cards, R. and B., at $2	$24.00
6 dozen Movies playing cards, at $2	12.00
4 dozen Congress playing cards, at $4	16.00
3 dozen Boston playing cards, blue, at $2	6.00
2 dozen Canary playing cards, red and blue, at $2	4.00
3 dozen No. 550 Premier playing cards, at $2	6.00
2 dozen pinochle C—15 playing cards, at $1.20	2.40
2 dozen Pennant whist playing cards, at $1.35	2.70

During that year, in all 744 "decks" of playing cards were handled as "stationery." I never saw any poker being played in the House chamber while that body was in session, but the supply of cards would suggest that games of some sort might have been going on most of the time everywhere else. Perhaps members may have employed that method of deciding the disposition of pork in appropriation bills.

The House has only one lady member, but during that year, forty-eight manicure sets were handled in the "stationery" account. And a lot of similar "stationery" of the boudoir type figured in that account. One powder puff, a Parisian ivory box, a hair receiver, some sachets and one dozen assorted busts are recorded in various places.

Following some "lunch kits," on page 184, there is quite a bunching of toilet tools, as foldows:

2 manicure sets, No. 4712, at $2.70	$ 5.40
2 manicure sets, No. 873, at $9	18.00
2 manicure sets, No. 1874, at $5.55	11.10
2 manicure sets, No. 4925, at $2.80	5.60
2 manicure sets, No. 5725, at $2.25	4.50
1 manicure set, No. 797	8.60
1 manicure set, No. 0721	4.30
1 manicure set, No. 6730	3.55
1 manicure set, No. 0853	6.65

Leather goods played a lively part in the Congressional "stationery" market. Bags, purses and brief cases totaled 298 for that year. There were about 16,000 greeting cards, a lot of birth announcements, some valentines, pink program pencils, at home cards and dinner cards. Pocket knives totaled 270, while the number of fountain pens reached only 167.

A certain municipality, somewhere in Michigan as I recall, once bought an Ingersoll watch from the proceeds of a twenty-year bond sale. There may be nothing analogous in this Congressional purchase, but "one Ingersoll Triumph watch" is included in the stationery account for 1917. Somebody, on page 188, had "one watch repaired."

Back in the boudoir budget I forgot to mention "one fan."

Page 178, where the "fan" figures, shows also: 50 dozen Gillette blades	$34.37
18 Thermos bottles (quarts)	49.50
18 Thermos bottles (pints)	34.65
5 Vacuum bottles	13.75

And, on page 225, sandwiched in between "one box midget fasteners" and some ribbons for the typewriter, is "one-half dozen egg crates."

SALT IN THE UNITED STATES.

The Delaware Indians made salt from brine springs in New York State and sold it to settlers as early as 1670, making probably the first commercial production of salt in this country. The manufacture of salt by white people in the United States was begun near Syracuse, N. Y., about 1788. Salt is the most commonly used mineral in the world, and no useful mineral except coal, perhaps, occurs in greater abundance or is more widely distributed in the United States.

The Federal and State Surveys and private establishments have published a great deal about the occurrence of salt in parts of the United States, but not until now has so much information on the salt deposits of the whole country been assembled in a single book. This book, which is entitled "Salt Deposits of the United States," has just been issued by the United States Geological Survey, Department of the Interior, as its Bulletin 669, an illustrated volume of 275 pages written by W. C. Phalen after he had visited many salt-producing localities from New York to California. In this volume the distribution and character of the salt deposits are described by States and a brief history of the industry is given, together with a record of the output since 1797. The report also contains a discussion of the origin and formation of saline deposits and many chemical analyses of brines and bitterns. This bulletin should be in the hands of everyone who is interested in the salt industry. It can be obtained free of charge on application to the Director, United States Geological Survey, Washington, D. C.

CAUSE OF SOCIAL UNREST.

(Continued from Page 9.)

Grindecobbe. The one like the other resulted from a sudden awakening of the human consciousness to a clearer sense of liberty, for which it was as unprepared in England when Richard was King as it was in Russia when Nicholas was Tzar.

"The day of sitting on the safety valve is past and done with. Society, as constituted in 1914, has played its part. The world of to-morrow is a world in which Capital and Labor will be partners, or else a world in which there will be trouble. The unrest from Vancouver to Peking is not coordinated by man nor is it the result of an intriguing bolshevism. It is Labor demanding the things it believes it is entitled to, and demanding them in the attitude and temper it has been bred to in its native countries. But, whatever the tone, the demand is insistent and universal, and in its very completeness carries its warning. In such conditions authority must move with wisdom and with justice. Those are the only two attributes which can work out a peaceable agreement. Authority which shuts its ears to concession will be met with disorder. That is the temper of the occasion, because in concession alone Labor can read what to it is justice. Let anybody talk with the representatives of Labor, anywhere in the world to-day, and then record his impressions. They will be found to tally, whether in London or New York, whether in Paris or in Winnipeg.

"The moral of all this is very simple. It is that effects are never cause. Consequently the unrest of to-day is not caused by bolshevism, or trades-union, or profiteering, or dislocation of trade or any of these things, all of which are effects. It is caused by the action of Principle rousing the dormant sense of truth in the human consciousness. In such circumstances the evil of the human mind rises to the surface as it did in the Renaissance, when all the lust of the flesh combined to fight against spiritual understanding."

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Recently-organized telephone girls at Galesburg, Illinois, won recognition of their union and increased wages after a three-days' strike. Good working conditions are guaranteed and the company agrees to employ only members of the union when such are available. All student operators shall join the union as soon as possible after going to work, and not later than six months after.

The corner stone of the new International Association of Machinists' building at Washington, D. C., has been laid by officers of that organization. All grand lodge officers located now in Washington, officers of lodges Nos. 174 and 193, business agent of district 44 and a large number of other members of the Machinists' union, were present at the ceremony.

Eight striking employes of the Michigan Malleable Company have been jailed for five days each for violating an injunction not to picket that plant. When asked if they would promise not to picket if sentence was suspended, the court was answered "No." Judge Marschner, who issued the injunction, refused to handle the case. The workers say he got "cold feet" when he realized the strikers would insist on their rights.

The Methodist Federation for Social Service has issue da synopsis of the social reconstructon program agreed to at a recent meeting of the board of bishops of the Methodist Episcopal church. The program includes these declarations: "We favor an equitable wage for laborers, which shall have the right of way over rent, interest and profits. We favor collective bargaining as an instrument for the attainment of industrial justice and for the training in democratic procedure."

President Gompers has resigned the chairmanship of the national committee for organizing iron and steel workers and John Fitzpatrick, president of the Chicago Federation of Labor, has been elected in his place. At a meeting of representatives of international unions and State bodies, held at Atlantic City, to perfect plans for an intensive organizing campaign in the steel industry, President Gompers declared his hearty sympathy with this movement, but he felt that as he is unable to devote the necessary time to the campaign he is not justified in retaining the chairmanship of the committee, and he does not want to be merely an honorary chairman.

Mayor Lysle of McKeesport, Pennsylvania, has finally agreed to issue permits to organized labor to hold meetings in that town upon the same terms as other organizations. Trade unionists were recently notified that they would be arrested if they attempted to talk in public. Instead of accepting this mandate they arranged at a conference in Atlantic City to fill the McKeesport jail if necessary to maintain their constitutional rights. The mayor had justified his position on the ground that he had been "informed by employes" that disorder would follow a trade union meeting, but when hizzoner heard of the Atlantic City deli he concluded that the "company employes" might be mistaken—or that they might be inspired by the bosses.

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Abrahamson, John
Ahlson, P.
Akkoson, Erik
Akerstrom, O. R.
Akerson, Adolf
Andersen, Rasmus
Albertsen, Hans
Albrigtsen, G.
Andersson, F.
Andersson, S.
Andersen, Albert H.
Antonsen, A. G.
Bogley, F.
Bassen, G.
Bakby, Chris
Ballah, Lee
Berg, Wm.
Berg, John
Bergvist, Axel
Bendixon, Hans
Berglin, Ivor
Bodlie, Wm.
Borgen, Arne
Carlson, Gust
Carruthers, M.
Carlson, Eric
Carlson, Carl A.
Casperson, Carl
Carlson, Gustaf A.
Corstensen, C.
Carlson, Chas. H.
Camino, C. C.
Carlson, Oscar
Dahl, P.
Danielsen, O.
Dahl, John
Davies, Harold
Dehler, Fred
Dunn, W. G.
Edston, F.
Edwordsen, John
Erikson, Einar
Ekstrom, G.
Eriksen, John
Eriksen, Otto
Engberg, O.
Ersner, I.
Erikson, Erik
Fagersvedt, O.
Forsvaag, C.
Feidji, J. A.
Fuidge, E. W.
Flotten, J. G.
Gabrielsen, P.
Gittler, Karl
Gibson, Geo.
Gibson, Wm.
Grau, Aksel
Hansen, Olaf
Hansen, A.
Hasvold, Paul
Halst, H.
Hansen, John
Hansen, Jorgen
Hansen, G. E.
Haltness, M.
Holseth, Ed.
Hanson, Peter
Haraldson, John
Hendricksen, H.
Herlitz, Ivar
Hernes, C.
Iversen, A.
Jacobsen, Johan
Janson, E. A.
Jacobsen, K. -2127
Jensen, H.
Jensen, C.
Jensen, P.
Jensen, N.
Johnson, E.
Johnson, H.
Johnson, Knut
Johansen, C. -2097
Johanson, Jakob
Johnson, A. W.
Karlsen, O.
Kaleva, J.
Kasti, H.
Korsama, N. J.
Karlson, G. A.
Karlstrand, G.
Karlsson, E.
Keeney, F.
Larsen, C. A.
Lutzen, W.
Lampee, F.
Lul, T.
Larsen, Nils
Larsen, Arne
Larson, G.
Larsen, H.
Larsen, Hans
Larsen, Ludwig
Larsen, E. G.
Leeuwan, A. V.
Morken, M. L.
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Martinsen, I.
Mattsson, H.
Mardison, A.
Mangsted, J.
Malone, B.
Martinson, H.
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McGuire, J.
McLeod, A.
McGregor, J.
McLeod, John
McPherson, R.
Anderssen, Gustof
Anderson, Julius
Anderson, J. E.
Andreassen, Olof
Anderson, John N.
Anderson, John
Anderson, Harry
Andersson, W.
Anderson, Rasmus
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Brown, John J.
Bruce, Albert
Bund, Nils
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Christoffersen, H.
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Christensen, O.
Cristopher, F.
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Comstedt, E.
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Dutton, H.
Dunn, C. O.
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Ericson, E. R.
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Johnson, John
Julius, P.
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Kipper, H.
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Kurkanen, E.
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Ligoski, J.
Levine, B.
Licht, P.
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Lux, C.
Leiravaag, H. J.
Lund, E.
McCoy, J.
McDonald, Wm.
McDonough, E.
Mekelson, C.
Melder, A.
Miller, F.
Mikkelsen, K. -1620
Miller, A. M.
Miettener, J.
Michelsen, H.
Mickelsson, E.
Morrison, W.
Mortensen, K.
Moor, T.
Ness, J.
Ness, H.
Nelson, Geo.
Newman, J.
Nelson, Axel W.
Nelson, Carl
Neilsen, George
Nelson, Nils H.
Oberg, Joe
Olson, B. -597
Olsen, Ole
Olsen, Albert
Olsen, Ferdinand
Olson, John
Olson, Hjalmar
Olsen, Herman
Plantiko, W.
Ponchek, C.
Pallisen, K.
Petterson, Herman
Peterson, P.
Pederson, Halvor
Pelta, H.
Permin, J. C.
Peters, F.
Petterson, Adolf
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Replinca, A.
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Salo, John
Sears, G. L.
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Solberg, Olaf
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Wall, W.
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Westergren, W.
Ween, O.
Yansen, Emil
Yorkwell, Anton
Nimen, August
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Nilsen, Andros
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Nordfeldt, T. F.
Noven, Berent
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Olsen, Ole D.
Olsen, Nic
Olnes, L.
Otterspeer, Wm.
Pettersen, P.
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Pestoff, S.
Pedersen, Carl
Pederson, P.
Pederson, Karl
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Stolzerman, E.
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Swanson, Chas. I.
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Wullum, J.
Zelink, Arthur M.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Barnard, O. W.
Barrot, G.
Bengtson, S.
Bjerk, Gus
Bohm, Aug.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Halvorsen, Elmer
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johnson, Ed. C.
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Martinson, Adolph
Meiners, Herman
Mortensen, Geo.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olson, A.
Olson, W.
Olsen, Alf
Olsen, Ferdenan
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Soderlund, Uno
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

The salvage case of S. S. "Princeton" which salvaged the S. S. "Ardnore," both vessels owned by Standard Oil Company of New Jersey, has been tried and resulted in an award of $7,500 to the crew. This amount has been received, and members of the crew of S. S. "Princeton" are requested to call for same at the offices of Mr. Axtell, One Broadway, New York, N. Y.

The widow of Otto Kivi, who fell overboard on the S. S. "Carlos" between San Francisco and Aberdeen, May 30, 1919, wants to know the names of the crew on the ship. Kindly assist his widow by giving this information to S. T. Hogevoll, attorney for the widow, 627 Pacific Building, San Francisco. 6-11-19

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NOTICE.

Masters, Mates and Pilots' Association of the Pacific has opened a branch office at 529½ Beacon St., San Pedro, Cal.; Capt. H. C. Frerichs, Agent.

INFORMATION WANTED.

Will any of the crew of the barkentine "Thos. P. Emigh" who were on her at the time Jacob Olsen was hurt by being thrown over the wheel on or about October 27, 1918, please call on or communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Calif. Telephone, Sutter 5807. 6-18-19

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A Journal of Democracy

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IT isn't a crime to be poor, any more than it is to be murdered. The poverty-stricken man is not a criminal. He is a victim of a crime for which others as well as himself are responsible. Henry George 33 years ago gave a lecture before the Knights of Labor the title of which was

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Portland, Or., Letter List

Anderson, Albert	Larson, C. -1632
Anderson, C.	Lehtinen, Armas W.
Ahren, Wm. J.	
Aimer, Robert	Lindner, John
Backman, Peter W.	Melgant, F.
Bjork, Rudolf -2206	Miller, Harry
Bohm, Franz	Mikkelsen, Harry
Christensen, H. P.	Murphy, Francis Leo
Cunningham, G. F.	Newkirk, Clifford
Dahl, Louis	Nordman, Alek
Doehring, Otto	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Ellegaard, M.	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Ohlson, J. A.
Geiger, Joe	Olson, John
Graaf, John D.	Olson, Chas.
Hanson, August -1134	Pope, Herbert
	Paulsson, Herman
Harding, Ellis	Petersen. Anton
Hartman, Fritz	-1675
Hatland, A.	Petesen, Knut
Hauschild, B.	Petter, G.
Henriksen, Geo.	Rensmand, Robert
Hogstrom, Karl I.	Ringdahl, Ole
Huber, C. L.	Ross, Geo.
Johansson, Charles -2407	Ruisgaard, Soren
	Ruud, Ole H.
Jorgenson, Earl	Samuelsen, S.
Jensen, H. T.	Sandstrom, Olaf
Jespersen, Martin	Schmeltning, Max M.
Johnson, C. A.	Schroder, August
Jordan, H. S.	Sibley, Milton
Kase, A.	Siebert, Gust
Kaskinen, Albert	Swenson, C. E.
King, J. A.	Thompson, Walter
Knofsky, E. W.	Thoresen, Ingwald
Kristiansen, Wm. A.	Tuhkanen, Johan J.
Laatzen, Hugo	Wold, Frank
Larsen, C. J.	Wood, E. E.
Larsen, Hans	Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anton	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magall, Michael	

San Pedro Letter List

Aagard, Anfin	Larsen, Martin
Aalto, Harry	Lato, Ely
Altman, E.	Lagerwold, M.
Anderson, Gust	Lechemus, Bill
Annes, Robert	Lindholm, Chas.
Ako, Jack	Lindstrom, J. A.
Anderson, Sven	Linden, Chas.
Anderson, Frank	Middling, J. M.
Amundsen, Pete	Malmberg, Ellis
Andree, E. A.	Mamers, Chas.
Baggs, H. L.	Martinsen, George
Billington, I. A.	Magnusen, Karl
Bergh, B.	Monterro, John
Berglund, E. J.	Nelson, Harry
Bernsson, Berger	Ole, Olesen
Brown, Parry	Olsen, O. W.
Brandes, W. M.	Olsen, Martin
Bruce, Albert	Olsen, Nick
Breien, Hans	Osterhaff, Henry
Carier, Peter	Petz, Fritz
Corregsona, Vincent	Petersen, Hugo
Craig, Thomas	Peters, Joseph
Davis, Orville	Raaum, Henry
De Nord, J.	Ragmund, Frank

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

The army of fighters has achieved its purpose.
The army of savers must remain in "action."
"Carry on" to a lasting peace under the banner of W. S. S.!

Eklund, Waino	Raytke, Otto
Evensen, Ed.	Roed, H.
Exlesan, Herman	Roed, L. A.
Falvig, John	Rosenblad, Billy
Forsman, Nils	Rosenthal, Walter
Fraser, Alexander	Samson, Louis
Fickle, Omer	Scurankesken, Merinius
Granthal, Arthur	
Graners, Gust	Skogberg, J.
Gunnerud Torvald	Smeborg, Olaf B.
Grundwald, Alvis	Smith, Emil
Grassen, Yan	Stolzerman, E.
Greenwald, John E.	Stratten, M.
Hansen, Olaf	Sanders, Chas.
Halmstrom, F.	Swanson, Ben
Haeik, A.	Sheild, Oscar
Hagberg, Aksel J.	Thompson, Alex.
Holm, Nils W.	Thompson, Maurice
Hyon, L.	Thorntund, J. N.
Johannsen, Fred	Tiller, Edw.
Johannson, N. A.	Thoren, E. A.
Johanson, John	Toivonen, F.
Johanson, Fritz	Tysk, J. H.
Johanson, J. A.	Vizcarra, Oscar
Johansen, Carl	Wrigg, F.
Jones, Erest L.	Wilhalmson, Karl
Johnson, J. E.	Wahi, J.
Johnson, George	Wiklund, T. J.
Jonasen, J.	Wichman, Carl H.
Jensen, Jens	Yeaman, W. E.
Larsen, Johan -1542	Zunderer, Heo

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INFORMATION WANTED.

I am representing most of the crew of the S. S. "J. E. O'Neil," in the matter of their claim for salvage services rendered to the steamship "Oregon" on or about January 19, 1918, about 300 miles off Honolulu. The following awards were made to the vessels which assisted in the salvage operations: Steamship "Lurline," her master, officers and crew, $18,000; steamship "President," her master, officers and crew, $1750; steamship "J. E. O'Neil," her master, officers and crew, $6872. One-quarter of the $6872 was allowed to the master, officers and crew of the "J. E. O'Neil." All those members of the crew who have not yet filed their claims should do so at once in order that the claims of the entire crew will be presented at the same time. Silas B. Axtell, One Broadway, New York. 7-9-19

Members of the S. S. "J. O. Neil" will please call or write to the undersigned attorney relative to salvage services performed on the 18th day of January, 1919, to the S. S. "Oregon." Silas B. Axtell, 1 Broadway, New York, N. Y. 4-21-19

Home News

The United Retail Stores Corporation, recently formed by James B. Duke and other tobacco men, to establish distributing organizations, is arranging to absorb the United Cigar Stores Company, and thus to a large degree monopolize the retail trade of tobacco.

Last year's earnings of the American Car and Foundry Company were the largest in its history, according to the company's annual report. The surplus, after deducting charges, taxes and preferred dividends, was $9,671,813 or the equivalent of $32.23 a share on the $30,000,000 of common stock.

The United States Department of Agriculture reports that the supply of wheat in this country is 51,392,898 bushels, or nearly three times as much as last year. Wheat flour holdings show an increase of 121.8 per cent. over last year. Rye stocks have increased 346 per cent. over last year.

Uncle Sam is a good railroad builder, testified L. J. McPherson before the Senate Appropriations Committee. The witness is an engineer for the Alaskan engineering commission, a government body that is building a large railroad system in Alaska. The engineer said that the United States railroad, to cover 500 miles of track, is costing $73,000 a mile, and that is a lower cost than private companies incur. The road is to be completed in 1921.

Pre-war rates of postage went into effect on July 1, making it possible to send a letter anywhere in the United States for 2 cents and a postcard for 1 cent. During the thirty-one days of July printed 3-cent envelopes and 2-cent postal cards will be redeemed at the full purchase value. The redemption will be in stamps, printed envelopes or postal cards as may be demanded, but not in cash. The 3-cent stamp issued in the war period will not be redeemed.

Entire villages were wiped out in Alaska by the influenza epidemic, according to reports brought by the steamer "Senator," which has just returned from the first trip to Nome. On the Yukon delta the entire population of certain towns was wiped out, the disease killing the elders and leaving the children to starve. Starving dogs ravaged many of the bodies, he said. At Naknek, a village on Bristol Bay, every male adult native died during the winter. The epidemic is now abating, however.

Justice Benedict of the Brooklyn Supreme Court evidently does not believe in the more shallow forms of Americanization. The other day he denied sixty persons of a family named Kannofsky the right of calling themselves in future Kenyon. "I shall try, in so far as is possible," he said, "to prevent persons through a change of name from appearing to be of a different race, extraction or nativity from that indicated by the name which they bear. . . I am strongly opposed to the adoption of names which conceal the nativity or extraction of persons bearing foreign surnames. An opportunity of deception is thereby afforded, and it is manifestly unfair to the families whose surnames are thus appropriated that persons having no right to use such names should be allowed to do so."

Domestic and Naval

The British schooner "J. B. Kitchen," Halifax for Queenstown, abandoned on fire at sea, is of 302 tons, built in 1873, rebuilt in 1918 and owned by J. T. Moulton, Lunenburg, N. S.

The British steamer "War Myrtle," 5161 tons gross, 3147 net, built at Birkenhead in 1917 and owned by the British Shipping Controller, has been sold to the Lloyd Royal Belge (Great Britain), Limited, London, and renamed "Caledonier."

The British steamer "Ardgirvan," 1345 tons gross, 813 net, carries about 2150 tons deadweight, built at Campbeltown in 1918 and owned by Lang & Fulton, Greenock, has been sold to H. A. Brightman & Co., Newcastle, for about £90,000.

The British steamer "Marchioness of Butte," 4294 gross tons, 2794 tons net, carries about 7000 tons deadweight, built at West Hartlepool in 1906 and owned by Lewis Lougher & Co., Cardiff, has been sold to the Loyal Steamship Company, Cardiff, for about £114,000.

The British steamer "May Scott" (self-trimming), 1,465 tons gross, 884 net, carries about 2,220 tons deadweight on about 16 ft. 9½ in., built at Blyth in 1909, steams about 9 knots on about 11 tons, which was detained at Hamburg during the war, has been sold by auction in London to the Aldershot Steamship Co., Ltd., London, for £65,000.

It is said that the Shipping Board will give up the custom of expressing the tonnage of its ships in terms of tons deadweight carrying capacity and will instead use the gross register tonnage, which is followed by the Bureau of Navigation and foreign governments. Shipping people will regret this move, because the deadweight tonnage has a living meaning to them, whereas gross register tonnage really represents nothing from the commercial point of view, since there are such wide variations in the capacity of ships of equal register tonnage.

Several "A" type standard British steamers are reported to have been sold at £175,000 each, which compares with £165,000 paid at the end of April. They carry 8130 tons deadweight on 25 feet 1 inch, single deck, engines 27 inches, 44 inches and 73 inches, by 48-inch stroke, i. h. p. 2500 at sea, three boilers, 15 feet 6 inches by 11 feet 6 inches, 180 pounds w. p., forced draught, speed 11 knots loaded at sea, four hatches, four holds, 8 steam winches, 8 derricks, steam windlass and steam steering gear, displacement 11,420 tons, co-efficient .762, dimensions 400 feet by 52.03 by 31 feet.

About half a dozen of the "C" type standard British steamers are said to have been disposed of by the British Shipping Controller at prices ranging up to £125,000, which compares with £115,000 paid a short time ago. These boats carry 7025 tons deadweight on 21 feet 9 inches, single deck, engines 25 inches, 41 inches and 68 inches, by 45-inch stroke, i. h. p. 2200 at sea, three boilers, 14 feet by 11 feet 6 inches, 180 pounds w. p., forced draught, speed 11½ knots loaded at sea, four hatches, three holds, ten steam winches, ten derricks, steam windlass and steam steering gear, displacement 7265 tons, co-efficient .76, dimensions 331 by 46.6 by 25.6 feet.

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Abbors, Arne
Aberg, Einar
Adams, Arch
Adams, Christ
Adolfson, Frits
Ahlburg, Max
Ahlfors, Arthur
Ahlstrom, Andrew
Ahokas, I.
Aimer, M. Robert
Akerman, V.
Alfredsen, A.
Algren, W.
Alliar, W.
Alne, G.
Andersen, Olaf
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin
Andersson, A. -1060
Anderson, Andrew
Andersson, E. -1781
Anderson, Edw.
Anderson, Martin A.
Andersson, Chaheles
Anderson, G. -2141
Anderson, A. -2031
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderssen, Hans C.
Andersson, Gunnar
Andersson, J. -1246
Andree, Alfred
Antonsen, Arthur
Antonsen, Marius
Aro, Kalle
Asberg, Chas.
Augustine, Anth.
Axelsen, H.

Backman, A.
Bang, Anker
Barentse, J.
Barlow, P.
Barlow, R.
Battenberg, John
Bawer, Andrew
Beck, John A.
Benson, S. -986
Benssen, Helge
Berg, Harold
Berg, Sgfrid
Berseth, R. J.
Berthelsen, O. P.
Berthelsen, Chas.
Bjorklund, Eric
Bjurlund, N.
Blomberg, Aarne
Blomgren, C. A.
Bock, Jimmy
Bodie, W.
Bollhoin, C.
Borgesen, L.
Bos, J. -2330
Bosshard, Henry
Boyce, R. B.
Brady, B.
Bratt, W.
Brevick, Johan
Brown, Parry
Bunting, A.
Burnsey, C.
Bye, Alf.

Cameron, James
Carlson, Andrew
Carlson, J. -861
Carlson, Gunnar
Carlson, Gus
Carlson, E. S. -1769
Carlson, G. -1190
Carlsson, August
Catechis, L.
Chavez, Mariano
Chilcott, G.
Christensen, Louie
Christensen, H. C.
Christensen, R. H.
Christensen, Christian
Christoffersen, G.
Clark, Chas. R.
Clemensen, Rasmus
Cliffe, Louis
Clingan, Paul
Clausen, Louis
Claverie, Louis
Colman, J.
Colville, Geo.
Conigan, R. B.
Connors, W. C.
Correro, T. R.
Corrigan, R.
Corron, G. R.
Cowell, E. W.
Crowley, Fred
Craig, Thos.

Dahlgren, W. A.
Dahlstrom, Sven
Darrah, K.
Dittmar, O.
Dolan, Chas.
Dommelen, G.
Douglas, Sam
Drage, John
Dumas, C.
Dunn, W.
Dwyer, E. J.

Edwardsen, Ole
Einartsen, Hans
Engelbregtsen, C.
Enstrom, C. M.
Ericson, E. R.
Erickson, A.
Erickson, John
Erikson, Chas.
Eriksen, Ole
Erikson, Gustaf E.
Ertman, E.
Esplund, Fred
Essen, C. A.

Fahey, Michael H.
Farevaag, C.
Farrell, Bernard
Feinberg, Max
Ferguson, E. A.
Fernandez, G. L.
Fernstrom, Fred
Figved, Sigurd
Flinkenberg, Uno
Forslund, Fred
Fredrick, Lee
Fredrikson, F. O
Frost, Peter

Gabrielsen, E.
Gill, Ivar
Gilmore, A.
Goodmans, G.
Graham, Eric
Greenfield, W. J.
Gruntman, H.
Grussman, G. A.
Gundersen, N. F.
Gundersen, Ole
Gurman, K. -1215

Hakala, Paavo
Halley, W.
Halvorsen, Erling
Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hannesen, K. J.
Hansen, Hilmar
Hansen, J. -2354
Hansen, J.
Hansen, H. M.
Hansen, M. -968
Hansen, R.
Hanson, Kay S.
Hanson, Frank
Hanson, P. S.
Hanson, August
Harbst, J. D.
Harlow, John
Hartog, J.
Hauth, Karl
Heino, August
Heldahl, T.
Helin, Paul
Helindahl, A. -1487
Hellberg, Olaf
Hellsten, G. -2168
Henriksson, J. L. M.
Henrikson, V.
Hermansson, F.
Hilli, Albert
Hobbs, F. A.
Hoffman, G. I.
Hoglander, Martin
Holm, Olof
Holman, W. -2304
Holmgren, G. J.
Holmgren, Carl
Howard, G. W.
Hubertz, E.
Hartwig, W.
Hauptman, Fritz
Hunter, E. A.

Jacobs, F.
Jacobsen, Jacob
Jaderholm, H.
Jameson, John E.
Jansen, W. J. H.
Jansson, Hj.
Jansson, Frederik
Jansson, K. H.
Jensen, Henry
Jensen, E. A.
Jensen, Laurens
Johansen, Hans
Johannessen, A. -1487
Johansen, C. -1593
Johanson, Arvo
Johansson, E. -2715
Johnson, A. -2050
Johnson, A. B.
Johnson, T. A.
Johnson, Frank
Johnson, John
Johnson, Edw.
Johnson, Matt
Johnson, Norman
Johnston, Leslie
Jonsen, H. -2213
Jorgensen, Jorgen

Kaasik, Aug.
Kaholemoku, W.
Kalkman, J. S.
Kallberg, Arvid
Kane, John
Karlgren, Gust
Karlsen, Martin
Kasper, Walmar
Katehes, Constantino
Kenney, J. R.
Kinamon, Jack
Kinney, E. J.
Kiyanno, F. W. E.
Kirkham, Geo.
Kjellander, Ben
Kjellberg, A. C.
Klink, Alfred
Kive, K.
Kivekas, John
Knappe, A.
Knudsen, Hans
Knudsen, Hans
Knutsen, Karl
Kolustow, A.
Kooistra, S.
Krishjan, K. W.
Kristensen, A. -1095
Kristiansen, Nils
Kristoffersen, G.
Kristoffersen, A. B.
Kulbom, Oskar

Lambert, E. J.
Langworthy, E. C.
Larsen, L. H.
Larsen, K. -1560
Larsen, J. -2012
Larsen, M. -1710
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larson, Allen
Laugsen, Ola
Leathers, L. E.
Lefter, John A.
Lehtonen, J. O.
Leirovaag, H. -2213
Leskinen, John
Lewis, Wm.
Liesen, W.
Lillegren, Douglas
Lindblad, L. Gust.
Lindbjem, A. L. H.
-1779
Lindner, J.
Lindquist, G. B.
Lindroos, A. W
Littchen, A.
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Nyman, Oskar

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Strandberg, E.
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Sund, Alex
Sutse, Mich.
Suomimen, O. -1755
Sundberg, F. F.
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Svensen, E. -2675
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Swansen, Fred
Swanson, J. -2907
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Swanson, Oscar
Swanson, S.
Sweeney, D.
Swenson, E.

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Taimi, V.
Tanum, H. -973
Tarkan, T.
Thaning, T.
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Swanson, S. -2907
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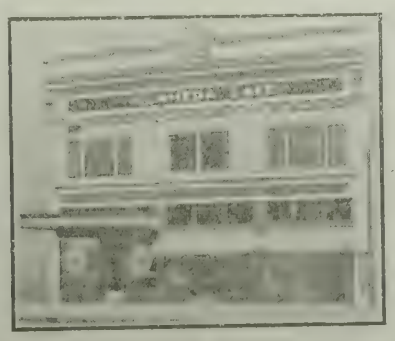
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News from Abroad

The American Council at Brest, France, reports that the first municipal restaurant opened by the municipality, to serve a thousand persons daily, has been such an unqualified success that a number of other restaurants are to be opened in other parts of the city.

Increased food production in the Federated Malay States is being effected by the Government setting aside lands suitable for the raising of rice and other foodstuffs, and compelling the owner to cultivate the portion set aside at least once each year. If the owner refuses, the Government may authorize some other person to do so on such terms as may be agreed upon.

Resignation of Viscount Kikuijiro Ishii as Japanese ambassador to the United States and his retirement from public life was officially announced by the Japanese Government. This was simultaneous with Ishii's arrival from the United States. "Ill health" was the sole reason ascribed in the announcement. The successor to Ishii has not been decided upon as yet.

One of the burning questions in Bohemia is that of the settlement of the land problem. The greater part of the land is in the hands of large land owners. One of the earliest acts of the new Government of Bohemia was the appointment of a special commission to draw up recommendations for land reform. This commission has now presented its report in favor of the compulsory expropriation of land owners. The report recommends that no land owners shall be allowed to retain possession of more than 250 hectares, and that all his land property over and above this limit shall be bought by the State at a price fixed by the Government.

The report of the Hongkong and Whampoa Dock Co., Ltd., for the year ended December 31, 1918, states that the gross profit for the year is $2,585,212.29 (silver). After paying interest $237,234.74, and depreciating plant, etc., by $605,334.67, and paying a bonus to staff of $80,000, there remains a net profit of $1,662,642.88, and adding amount brought forward as per last report, less interim dividend, there remains available a sum of $1,894,869.22, which the directors recommend to be appropriated as follows: To pay a final dividend at the rate of 5 per cent. per annum; to pay bonus to shareholders of $7 per share, $419,601; to transfer to reserve fund $600,000, and to carry forward to new account $725,410.72.

Two French civilians were killed and five American soldiers and sailors were injured severely and more than 100 wounded in riots at Brest, June 30. Two of the American soldiers are expected to die. The casualties occurred as a result of the exchange of shots between American military and naval police and French sailors. The trouble began, according to available accounts, when an American naval officer, who is said to have been drinking, tore down a French flag. A crowd of Frenchmen attacked the officer and, it is said, kicked and beat him until he was unconscious. Americans who passed by and who were not aware of the cause of the fight went to the aid of the naval officer. The fight then became general.

With the Wits

Percival—Gosh! Isn't it raining! Pansy—Never mind, boysie; take father's umbrella, then perhaps he won't so much mind your coming back.—London Mail.

"I've just been introduced to Professor Smart. Such a charming man to talk to; he doesn't make one feel like a fool, in spite of his cleverness."

"Ah, my dear, but that's because of his cleverness."—Dallas News.

"Everything comes to him who waits."

"Maybe, but that's a mighty poor way of getting things."—Detroit Free Press.

"I wonder if this man wants a medical book?"

"Huh?"

"He asks for 'Robinson Creosote.'"—Louisville Courier-Journal.

Corporal—What's the matter? You look more scared than when you were bucking the Hindenburg line.

Private—I'm getting ready to go inside to ask the boss for my old job back.—Life.

The desperate straits of ex-royalty in Europe are instanced in the case of former Emperor Charles, who has taken refuge in a Swiss castle that is occupied by his mother-in-law.—Kansas City Journal.

"What did Jack say when you told him I was married?"

"Well, he seemed surprised."

"Did he ask when it happened?"

"No, but he asked how it happened."—Boston Transcript.

"Cholly, do you ever intend to quit smoking cigarettes?"

"Deah boy, why should I?"

"Because if you don't they will kill you."

"Well, when they do, deah boy, I'll quit."—Kansas City Star.

The diplomat who is afraid of "another war," if too heavy an indemnity is laid upon Germany, reminds us of the courage that puts the family silver out on the buffet so the burglar won't have to wake you up to ask for the combination.—Venango Herald.

"What is the most difficult motion picture you ever took?"

"Man catching a fair-sized fish. We waited hours for a bite, and snapped scores of minnows before he finally hooked something that would pass."—Kansas City Journal.

Stranger—Does this man, Amos Darby, hold any place of distinction in the village?

Villager—Ye kin judge fer y'self. When th' postman brings th' weekly newspaper down to Guy Parkinson's grocery store Amos is the first reader.—Life.

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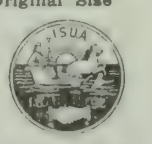

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VOL. XXXII, No. 46. SAN FRANCISCO, WEDNESDAY, JULY 23, 1919. Whole No. 2548.

THE LEAGUE OF NATIONS

A. F. of L. Convention Approves Covenant by Overwhelming Vote

Opposition to the League of Nations covenant and the Labor Bill of Rights in the Peace Treaty was defeated in the recent American Federation of Labor convention by a vote of 29,909 to 420 (1,830 not voting).

The record of the debate in the daily convention proceedings is very brief but is reprinted herewith in full.

The address of Andrew Furuseth and part of the speech made by Samuel Gompers, both received from other sources than the official record, are also contained in this issue.

The subject matter under the caption "Peace Terms" was brought before the convention in a report by the Committee on International Labor Relations, as follows:

Peace Terms and Delegations Representing American Federation of Labor.

Your committee has given to the subject under these captions its serious attention. We note with satisfaction and approval that the Treaty of Peace formulated at Paris acknowledges:

"That the well being physically, morally, and intellectually of industrial wage earners is of supreme importance,"

and

"holding as they do that labor should not be regarded merely as an article of commerce they think that there are methods and principles of regulating labor conditions which all industrial communities should endeavor to apply so far as special circumstances will permit."

The labor clauses, among other things, specify the right of association for all lawful purposes by the employed: Of a wage adequate to maintain a reasonable standard of life as this is understood in their time and country; adoption of an eight-hour workday; a weekly rest of at least twenty-four hours; abolition of child labor and equal pay for equal work performed regardless of sex. This marks the first time in history that so definite a recognition of labor and its interests has ever been accepted.

The establishment of the draft convention, that is, an international organization with annual conventions of an international labor conference for the discussion and formulation of measures calculated to protect and promote the rights, interests and welfare of the workers of all the nations in the world is the first instance in history in which such a declaration has been written into a peace treaty or an international treaty of whatsoever kind.

Attention is called to the preamble of the draft convention adopted by the Commission on International Labor Legislation and approved by the Plenary Peace Commission and incorporated as part of the Peace Treaty. The preamble is as follows:

Commission on International Labor Legislation

A Draft Convention Creating a Permanent Organization for the Promotion of the International Regulation of Labor Conditions.

Preamble.

Whereas, The League of Nations has for its objects the establishment of universal peace, and such a peace can be established only if it is based upon social justice; and

Whereas, Conditions of labor exist involving such injustice, hardship and privation to large numbers of people as to produce unrest so great that the peace and harmony of the world are imperiled; and an improvement of those conditions is urgently required; as, for example, by the regulation of the hours of work, including the establishment of a maximum working day and week, the regulation of the labor supply, the prevention of unemployment, the provision of an adequate living wage, the protection of the worker against sickness, disease and injury arising out of his employment, the protection of children, young persons and women, provision for old age and injury, protection of the interests of workers when employed in countries other than their own, recognition of the principle of freedom of association, the organization of technical and vocational education and other measures;

Whereas, Also, the failure of any nation to adopt humane conditions of labor is an obstacle in the way of other nations which desire to improve the conditions in their own countries.

The High Contracting Parties, moved by sentiment of justice and humanity, as well as by the desire to secure the permanent peace of the world, agree to the following convention:

In connection with the term "convention" as used in the title of the labor draft convention as adopted by the Commission on International Labor Legislation, the term "convention" is understood to mean a covenant or agreement.

Your special attention is directed to the protocol of Article 19, page 28, first day's proceedings, which reads as follows:

"In no case shall any of the high contracting parties be asked or required as a result of the adoption of any recommendation or draft convention by the conference to diminish the protection afforded by its existing legislation to the workers concerned."

We agree with the Executive Council that the treaty embodying the covenant of the League of Nations is not a perfect document and that perfection is not claimed for it. Your committee agrees "that it marks the nearest approach to perfection that has ever been reached in the international affairs of mankind." It is calculated to and does "provide the best machinery of procedure yet devised for the prevention of war." It provides that international disputes between nations shall be settled in the calm light of reason and justice, rather than by the arbitrament of war, with its consequent slaughter of priceless human lives and destruction of untold wealth.

No human being in possession of his moral senses can deny the adoption of a measure that will tend to prevent the indescribable horrors of another world war. Civilization must turn to a point where international disputes will be settled in the calm light of reason, rather than by the repetition of the horrors we have just witnessed. While the covenant of the League of Nations with its labor provisions is not perfect, is not all that we desire, it is in the right direction, for the reason stated and a multiplicity of others and should be adopted in principle, and so we recommend.

We further recommend that the Executive Council be authorized and directed to aid in every way the holding of the International Labor Congress which under the treaty of peace will convene in Washington, D. C., in October, 1919.

It was moved and seconded that the report of the committee be concurred in.

Delegate Furuseth, Seamen, made a lengthy statement, in which he attacked certain provisions for the League of Nations, particularly of the clauses relating to labor, and characterized them as dangerous and inimical to the interests of the working men and women of America. (Furuseth's speech is printed in full at the conclusion of the official record.)

Secretary Woll defended the report of the committee and labor clauses contained in the League of Nations document.

During his statement Delegate McCarthy, Carpenters, asked the following question: Suppose this A. F. of L. convention to-day should decide on a seven- or a six-hour day, and suppose the Congress of the United States should also decide on that particular number of hours and suppose that is signed by the President of the United States. Could we, the working people of America, put that law into practice without going over to this so-called institution described a moment ago as the institution with which we would have to deal?

Secretary Woll: Absolutely so; in my best information and in my own conviction, the League of Nations, with its labor provisions, does not in any way hamper, restrict or interfere with the freedom of legislation of any nation to improve its legislation, to improve the conditions of its workers.

Delegate McNulty, Electrical Workers, submitted the following amendment to the report of the committee: that nothing in the League of Nations as endorsed by this convention can be construed as denying the right of self-determination and freedom to Ireland as recognized by the vote of this convention on Tuesday, June 17, 1919. (Amendment seconded.)

Delegate Furuseth: I rise to a point of order. The amendment is not germane to the question and is not in order.

President Gompers: The point of order is not well taken.

Delegate Brown, Machinists, requested that Fraternal Delegate Bondfield be asked to explain the position taken by the British Trade Union Congress on this matter.

President Gompers stated that neither the peace treaty nor the labor provision in it were

formulated at the time the British Trades Union Congress was in session.

It was suggested by the chair that if the question before the convention could be determined on before adjournment, it might be possible to conclude the work of the convention on Saturday. A motion that the convention remain in session until the committee's report was disposed of was then adopted.

The question was further discussed by Vice-President Duncan, Delegates James A. Duncan, Seattle Central Labor Council, Heller, Ladies' Garment Workers, John H. Walker, United Mine Workers, McCarthy, Carpenters, McCullough, Typographical Union, and President Gompers.

Vice-President Duncan in the chair during the time President Gompers addressed the convention. (Gompers's speech is printed, as far as available, at the conclusion of the official record, immediately following Furuseth's remarks.)

The amendment offered by Delegate McNulty was adopted.

On motion by Treasurer Tobin, the roll was called on the adoption of the report of the committee as amended. The vote resulted as stated in the introductory.

Address by Andrew Furuseth.

It is a most disagreeable task that I am endeavoring to perform. I have struggled with myself for two months, trying to convince myself that it was my duty to the labor movement, to my people, the seamen, and to myself to either keep quiet or to endorse any movement to have the labor provisions of the League of Nations endorsed by the American Federation of Labor.

Mr. Chairman, I lost in the fight. No matter what the consequences may be I cannot keep my peace now. This is the only place in which I can enter my protest, and whether that protest be heard or not, or whatever the result may be to me, there is something in me that ceaselessly, night and day, commands me to speak. Some of you may say that I am a Bolshevist. Those who know me know the opposite. The opinion of those who do not know me, is of no consequence to me.

It may be, it will be stated that I oppose here something that President Wilson desires and that my gratitude to him should close my mouth. I say to you that there is not a man on earth to-day for whom I would go further than for President Wilson; there is not on earth to-day a man to whom I feel more gratitude or for whose opinions, freely held, I would have more respect for, but my nature is such that I cannot follow blindly, no matter who it may be, and I cannot accept without protest the diluted labor proposition that, under pressure, the President of the United States felt himself compelled no doubt to accept. I fear the concentrated national wills of Great Britain, France and Italy breaking upon him, and with the prospects of the floodgates of hell let loose in Europe, he felt that he could take no other position. It is not in the nature of a human being to stand that kind of pressure, and so I think now that I am loyal to the Wilson that I knew, that we know, and that I at least, for one, love.

Having said that, I want to deal now with this labor charter. Under Section 20 of the original covenant Section 23 as it is in the present covenant, the League of Nations takes jurisdiction over the daily life of the working people throughout the entire world. It says that it deems it its duty and will endeavor to make labor conditions humane and just in nations members of the League and in the nations with which the League has commercial and industrial relations. That embraces every working man and woman throughout the entire world. If the League has the authority to say that the conditions of labor shall be humane and just, there is no possibility to deny that it has the sole right to prescribe what is humane and just. There can be no higher authority anywhere, so that whatever is adopted as humane and just by the League will necessarily have to stand as humane and just, regardless of any protest that the working men of any part of the world may feel inclined to lodge against such finding.

The constitution of the League as drafted is a grant of power. The League creates a super-legislature. It operates in two ways: through a draft convention that is a proposed treaty, or through recommendations. The recommendations will go through the regular channels. In this country they will go to the House of Representatives, and from there to the Senate, and then to the President for his signature, and this will be all done in the open light of day. But a draft convention comes to the President: it is transmitted from the President to the Senate, it is discussed behind closed doors and you know not what it is or what it means until it comes out. These labor provisions are a part of the peace treaty. Every peace treaty is made to last forever. Every other kind of a treaty contains a clause that provides for renunciation or amendment. The peace treaty has no such clause. This treaty when once adopted will become part of the supreme law of the United States, and in so far as it is applicable to any of our laws it will write itself into those laws, because an adopted treaty is the last expression of the legislative will.

Some may say that it has nothing to do with internal affairs. What are labor conditions in any country but internal affairs. The treatment of labor is put in the same category with the suppression of the opium traffic, etc. That the treatment of Labor is an internal affair is indisputable, but the League takes control of internal affairs, and if the American people agree to this charter, then it becomes the particular law of the United States that cannot be amended except by unanimous consent of the signers of the Treaty, or on the field of battle.

I called these things to the attention of our delegation at Paris. Mr. Robinson, sitting on the platform, will unquestionably agree that I did. My protest entered then and there was taken by a gentleman now in this convention to Colonel House, and it was agreed that my protest was sound and that the alternative suggested by me was proper. That alternative would make the League's recommendations voluntary and, as to labor, leave to each nation to determine for itself how far it should follow any recommendations made by the League affecting labor. I felt so good about it that my colleagues left Paris at once, but when I came back from having seen them to the railroad station the fat was in the fire. A professor — I don't know and can't remember his name — a professor of history, too, by the way, in the meantime had mixed into this question and upset our whole proposition, and the discussion began all over again.

I know how the American delegates felt in Paris. I know how anxious they were. I know that your President, Mr. Gompers, called the proposed constitution a Frankenstein; I know the fight that was made against it, and I know that it has been assumed that the danger was cured.

The constitution-making body felt it necessary to adopt the protocol to Section 19 that has been read from the platform. I call your attention to the fact that the protocol says "they shall not be asked or required." Now I call your attention to that it goes on to say "they shall not diminish the protection afforded by the existing legislation." And who is to determine what constitutes protection? Who is to determine whether what may be proposed is to diminish or to increase the protection of existing law? The conference on International Labor legislation makes the rules and the League itself is the final authority. When the protocol was adopted I felt so good over it that I went to the Hotel Grillon and asked that a telegram be sent to Hansen, Secretary-Treasurer of the Seamen's organization, and I said to him in that telegram, as I remember it: "The seamen are safe." In my report to the organization I quoted the telegram. I quoted what I had said, and then added: "I am not so sure of it; I am not at all sure of it." And the more I have been thinking about it, the more I have been brooding over it, the more I have been bringing back to my mind the scenes that I sat in the corner and watched in Paris the more it breaks against me, and I can't do other than I am doing now.

Now, let me call your attention to the labor charter. It is significant for what was adopted and still more significant for what was refused adoption. Who are the signatories of this thing, anyway? Let us see. I will read them to you. All those people will help to make the legislation that you are going to live under. They are the United States of America, Belgium, Bolivia, Brazil, British Empire, Canada, Australia, South Africa, New Zealand, India, Cuba, Czecho-Slovakia, Ecuador, France, Greece, Guatemala, Haiti, Hadjez (a slave state, a newly-created slave state which recognizes human slavery, on the coast of the Persian Gulf), Honduras, Italy, Japan, Liberia, Nicaragua, Panama, Poland, Portugal, Roumania, Servia, Siam and Uruguay.

Now, what did they adopt? Let us have a look at it for a little while. It is very interesting. When it came to writing the Bill of Rights, you know when the Constitution of the United States was adopted it was a grant of power and it could not be adopted by the States until they adopted the twelve amendments which became known as the Bill of Rights. Without these it could not possibly be adopted. I submit to you whether it would have been adopted at all or not if the men who consented to it had known that the Federal power was to increase to what it is to-day. Now let us see what the American labor movement brought to this convention in Paris for its adoption. The right of free association, free assembly, free speech, free press. You can't find any of these in the bill of rights adopted. It says that you shall have the right,—that employers and employes shall have the right to lawfully assemble, to lawful organization, to lawful combination. Who is to determine what is to be lawful in the case? Why, the International superlegislature, not you in the United States. Who is to sit on this wonder body? One man representing labor, the organization most representative of labor. In other words, the American Federation of Labor, and that would be absolutely certain as long as we have Woodrow Wilson for President, and if he would continue to be President I don't think I would oppose this thing. I don't know who is going to be President after him. Then there is one representative of the employers, taken from the organization most representative of employers, that is, one of the Employers' Associations here in the United States. And there are two representing the United States Government. That is three to one, as I read it. It might not be now, because Woodrow Wilson has the appointing power, but what will it be under his successor, do you think?

Now, then, there are four men for each nation, four men for each of those that I read. But mind you, the British Empire has 24, because it is represented over and over again, in Canada, in Australia, in South Africa, in New Zealand, in India. In other words, 24 or 28 representatives against your four. What chance have you? Have men all of a sudden become saints? Are men no longer controlled by their interests? I have found no evidence of such a change anywhere, and I cannot accept that philosophy.

Now what else did they fail to insert in this thing that was adopted? The representative of America brought to that convention the proposal—and mind you, this that I read to you is the first or second of the bill of rights as put into the Constitution of the United States—free speech, free press, etc. Now then, there is the fourteenth amendment to the Constitution of the United States. What did they do with that? It was introduced and fought for by your representatives in Paris. It was introduced and fought for by Mr. Gompers and the other representatives. What was done with it? They said, "there isn't such a thing as slavery in Europe." Mr. Barnes, the representative of England, ridiculed it in a quiet way, and the proposal to include this as a controlling thing for the protection of the working people was voted down in that constitutional convention. What may we expect of those who are to follow these men?

Then comes the question as to whether the thirteenth amendment to the Constitution of the United States was to be applied to Seamen, and the proposition was made that the seaman should have the same right to leave his vessel in safe harbor without being imprisoned. That was promptly voted down after the protocol had been adopted, and the protocol was only adopted after two days of fighting. I have called your attention to what it may probably mean. Then when all of us had left Paris, when there were no more Americans there, they changed the proposition that "Labor is not a commodity or an article of commerce"—you know that expression from the Clayton Act. And what does that constitution-making body do when it is called together again? Upon the motion of Mr. Borden, of Canada, they make that to read: "The labor power or a human being is not 'merely' a commodity or an article of commerce," changing an absolute negative to an equally absolute positive. In order that you may understand the absolute meaning of it, I will draw a parallel. Somebody says Andrew Furuseth is a scab; somebody else doesn't like that and proposes a resolution that he is not a scab. Somebody amends it to read that he is not "merely" a scab, and that is what you get and that is what you are asked to endorse.

There isn't a solitary thing here that leaves any of the American ideals in this document, and then legislation under it is to be enacted by men from all these places who could not understand even the question of involuntary servitude.

There is something here with reference to women; it is very nice and expressive—the principle that men and women should receive equal remuneration for work of equal value. What a rich time a lawyer would have in construing that! How can you tell whether it is of equal value or not? And when they wanted to put it so that it would be indisputable by stating, "equal pay for equal time." Mr. Barnes said: "Why, there are some men in England who believe in that, but they believe in it because they don't want the women in factories or in industry at all. That would shut them out of the factories." Well, perhaps it would, but that has been the position of the labor movement of America—equal pay for equal time to men or women.

Then there is the question of wage. Since when has the American Federation of Labor gone on record, or is it now willing to go on record and set a minimum wage for full-grown men, and have it set by someone else instead of having it set by themselves? This thing is foreign to everything that you have dreamed of, everything that you have struggled for, everything that your hopes and aspirations have gone out to. It makes me shudder.

I feel that I should say one more thing. A treaty—I want to recall to your mind that we have a treaty with Japan which gave to the Japanese in the United States the right of most favored nations. The California legislature undertook to pass a law that the Japanese should not, in the State of California, be permitted to own or lease land, and they should not be permitted to sit alongside the little American girls in school. Mr. Roosevelt, of

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Steel Autocracy Must Capitulate

The autocratic conduct of employers in the Steel Industry has long been one of the outstanding points of industrial injustice in America. When the great steel companies merged into the combine known as the steel trust, the employment policy, left by the trust agreement in the hands of the component corporations, became fixedly anti-union. Gradually this old-time policy of the several companies has become the fixed policy of the great trust, backed by all of the immense power of the combine. It has been the policy of the steel corporation to operate a shop closed to union men. This policy is a relic of the brutal past. It has no place in the scheme of things to-day.

During the convention of the American Federation of Labor in 1918, in St. Paul, by direction of the convention, a conference was held at which were present the officers of the international unions interested in the steel industry. This conference, presided over by President Gompers, formed the Committee for Organization of the Steel Industry. The meeting at St. Paul was followed by a year of hard work, the fruits of which were recounted at a similar but larger conference held during the Atlantic City convention, just closed. In this conference there were present the representatives of 24 national and international unions. Much progress was made during the year, but the brutal, archaic policy of the steel corporation persisted in opposition to the tide of human events and the tide of sentiment flowing so strongly in the direction of progress everywhere.

It was reported at this conference that in the Pittsburg district the right of free speech was being denied by authorities in some of the steel towns. Organizers were not permitted to speak openly in behalf of the work of organization. This denial of a fundamental right by the exercise of arbitrary authority on the part of those clothed with brief and passing power constitutes a most flagrant breach of deep-rooted American principles not to be tolerated, and the conference so regarded it. The result was that every international president in the conference arose and volunteered to go into the district to speak when called upon by the organizing committee, facing arrest and imprisonment if necessary in assertion of rights of American citizenship and in furtherance of the struggle to give the workers of the steel mills a measure of justice in the ordering of their lives.

This is notice to the autocrats of the steel industry that their autocracy must remove itself from the face of the earth, or be removed by the sweeping tide of progress that is to-day leading the people everywhere to better and higher concepts of life. No such industrial autocracy can continue to exist and function in this age of the world's development. As political autocracy has gone, so must industrial autocracy go. The roseate path of despots ended in the consuming fire of the war.

There has got to be freedom in the lives of all men and women. The right of a few to order and direct and control the lives of the many is to-day denied and abrogated. For the steel workers there can be no freedom and no democratic voice in the ordering of their lives until they are free to organize and deal collectively with their employers concerning the wages and conditions and hours of their work—until they are able thus to exercise a compelling voice in fixing the terms and conditions of their work. There is no democracy where only one voice speaks.

Steel in America must be democratized! —American Federationist.

"Stand for Eight Hours."

Stand for an eight-hour work day and reject any attempt to work overtime, is the call to members of the International Union of Timber Workers by President Covert.

The unionist says Russia, which formerly produced approximately 48 per cent. of the world's lumber products, will supply very little in the next three years, and that the market must be supplied by the United States, Canada and Sweden.

"I am afraid," he continues, "that many of our employers will attempt to increase production by running overtime. This should be fought with all the power we have, for it is a forerunner of the re-establishment of the 10-hour day. The employers will not hesitate to pay the time and one-half for the additional hours, because the price will certainly warrant it. We must not be decoyed by their bribe of extra pay. Stand pat on your eight hours and refuse to work overtime except in extreme emergency. Make them put on additional shifts if they want more production."

Strike Talk Enforces Law.

A threatened strike of mine workers in France that would paralyze this industry has resulted in parliament making it mandatory for mine operators to enforce the eight-hour law. The operators insisted that the eight hours should be "effective" work, that is, eight hours exclusive of the time taken for descent, lunch and ascent. The mine workers demanded that these be included in the eight hours and prepared for a general tie-up of the industry. Parliament then made these conditions mandatory.

For the first time in seven years the French mine workers are united. In 1912 a large number withdrew from the national federation because of a dispute over the miners' old age pension law, then under consideration. At the last convention of the federation the seceders applied for membership and they were again admitted. This unity was necessary because of the manner in which the operators juggled with the national eight-hour law.

Three Deadly Diseases.

In 1917 nearly one-third of the deaths in this country were due to one of these three diseases—heart disease, pneumonia or

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

At the annual conference of the National (British) Union of Clerks, the officers' proposal for a working week of 38 hours was accepted.

Serious labor troubles are again taking place in Japan. At a gold mine in Shizuoka prefecture, 100 miners went on strike recently, and, armed with pickaxes and shovels, raided the residences of the mine officials and destroyed or damaged the buildings and furniture. The local police force suppressed the rioters. The cause of the trouble is dissatisfaction over wages. Over 1000 women and girls employed in a big silk factory at Uyeda have gone on strike for higher wages. Similar occurrences are reported from various parts of the empire. One cause of the unrest is the soaring of rice, which is now higher than last summer when the country was involved in serious rice disturbances.

A British "Middle Class Union" was inaugurated at a meeting held at London. The presiding officer, Major Pretyman Newman, M. P., explained that the union was not "middle class" as the term applied to rank, but represented the "middle interest," the people who were between organized capital on the one hand and organized labor on the other. He declared that the Government was deferential to organized labor, and respectful to organized capital, but that the middle classes "could not cross the threshold of Downing Street." W. L. George, commening on the new union in the London Daily Herald, expressed a different view of the organization: " . . . When last year the Labor party wisely opened its ranks to all men and women, when a number of doctors, barristers, and artists entered the labor field, capitalism grew nervous. Thus the Middle Class Union, that modern reincarnation of our old enemy, the Property Defense League, came to birth."

The Danish paper Politiken states that during the winter and spring months of the present year collective agreements affecting most of the organized workers of the country came to an end. After prolonged negotiations between the Central Trade Union Federation and the Employers' Association a new basal agreement was reached which paved the way for the later negotiations between masters and men in the various specific trades. This agreement included a standard curtailment of hours, the addition of a cost of living bonus to fixed wage rates, and the principle of a further bonus. "The total result of the various negotiations," states the journal, "is very satisfactory. At the present moment an agreement for a year has been concluded with respect to 150,000 workpeople. Of these the most important groups are as follows: 30,000 agricultural workers, 28,000 metal workers, 8600 textile workers, 6000 carpenters, 5000 painters, 4600 boot and shoe hands, 4000 bricklayers in the provinces, 4000 slaughtermen, 3000 tailors, 2500 brick and cement workers, 2200 woodworkers, 1200 boiler and machine attendants, and 1200 female workers. Added to these are compositors, bookbinders, gardeners and some small groups.

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INFORMATION WANTED.

Anyone knowing the whereabouts of Calvin Pickett, last heard of in Port Arthur, Texas, February, 1918, will please notify G. Schroeder, Agent, Eastern and Gulf Sailors' Association, Port Arthur, Texas. 7-9-19

Any one knowing the whereabouts of Victor Ratner, age 15, last heard of in New Orleans, La., May 17th, will please notify his father Leo Ratner, 17 East 97th St., New York, N. Y 7-16-19

Any one knowing the whereabouts of Patrick Jackson Timeny, a native of Glasgow, Scotland, will kindly notify his sister Helen Jackson Timeny, care of Mrs. Colchester, 34 The Buff, Yokohama, Japan. 7-16-19

Pacific Coast Marine.

A silken banner was presented to the Bethlehem Shipbuilding Company's band by the Chamber of Commerce and the city of Alameda because of the interest the band has taken in all the city's public events.

The former United States fisheries steamer "Roosevelt" has been sold at auction by the Government to Captain M. C. Tallaksen, a Puget Sound pilot and towboat operator. The bid was $28,000. Captain Tallaksen asserted he was not yet ready to announce the eventual use of the vessel.

The need of increased tonnage for the trade centering at the Golden Gate will be met partly by San Francisco owners of deep water craft bringing back vessels operated in the Atlantic during the war period. Among the ships to be returned here are Oliver Olson's vessels, the "Paraiso" and "Florence Olson."

The Pacific fleet will anchor four days, August 20 to 24, in San Francisco harbor when it arrives to take up its station off the west coast. The complete itinerary has been given out by Rear-Admiral J. L. Jayne, who received it from Admiral Hugh Rodman, commanding the Pacific's new naval forces.

The Norwegian wood auxiliary five-mast schooner "Hjeltenaes," 2,500 tons gross, built at Aberdeen, Wash., in 1917, Diesel machinery (1,000 s.h.p.) by Puget Sound Iron and Steel Works, Tacoma, and owned by Erickson & Anderson, of Norway, has been sold to French owners for about $625,000.

The Skinner & Eddy Corporation, Seattle, although still having 23 steamers on order, 10 of which are now on the ways, to deliver to the Shipping Board, has placed an order for 16,000 tons of steel to be used in the construction of four cargo carriers of 10,000 deadweight tone capacity each, for the concern's own account.

The tonnage situation, so far as the Pacific Coast is concerned, has hardly begun to readiust itself so marked is the demand for vessels on the Atlantic ocean to move supplies to the devastated regions and to take care of troops yet in service. This is the gist of the annual report of the Oregon State Board of Pilot Commissioners just filed with Governor Olcott.

According to advices received at the San Francisco customs house all existing bunker rules and regulations, requiring vessels to obtain fuel licenses, have been canceled. The issuance of such licenses will be discontinued. Vessels of all flags may now secure in the United States or its possessions all fuel or ships' stores desired.

To increase dockage space for vessels unloading lumber at the San Francisco waterfront the State Harbor Board has awarded a contract to the J. D. Hanna Contracting Company for the lengthening of Pier 43. Pile drivers are now at work on the improvement The extra space will make up for the loss of the storage facilities by the lumber companies owing to the erection of the structure at Pier 41, which when it is finished will be occupied

The Peruvian steamer "Santa Inez," from Talara Bay for Tacoma via San Pedro, reported to the Marine Department of the Chamber of Commerce that on June 10 in latiture 70 degrees 49 minutes south, longitude 80 degrees 12 minutes west a dismantled Peruvian bark flying the signal letters S. B. C. D. was sighted. The main mast was gone but the vessel was proceeding under a jury rig and the captain expected to make land without assistaance.. He asked to be reported to Lloyds.

The Interisland Steamship Company, doing business between the Hawaiian Islands, is spending $1,500.000 in new projects to meet the demands of future Pacific maritime trade. The projects include a completed coaling plant, two new concrete piers and slips and an addition to the drydock to enable it to accommodate vessels of 500 feet length and of 10,000 tons burden The company will then be able to bunker, drydock and repair the largest vessels afloat on the Pacific.

The "City of Alameda," a 10,100-ton oil tanker, was launched on July 16 at the Bethlehem Shipbuilding Company yards in Alameda. Alameda is the second city in the bay region to have a ship named after it by the Shipping Board for going over the top in the Victory loan campaign. The vessel was sponsored by Mrs. Frank Otis, wife of Mayor Otis. John U. Calkins, governor of the Twelfth Federal Reserve Bank of San Francisco, delivered a short address and Mayor Frank Otis spoke in behalf of the city.

The Standard Oil Company has sold the ships "John Ena" and "Dunsyre" to the Robert Dollar Company. Both the "Dunsyre" and the "John Ena" are steel vessels, 28 years old, and were built at Glasgow, Scotland. The Dollar Company is sending the "Dunsyre" to Australia with case oil for the Standard Oil Company at the reported rate of $1.17 a case, making a total of $58,500 for the voyage. The "John Ena" will take barley to Europe, getting $40 a ton for the charter.

The assignment of two additional steamers has been made to Williams, Dimond & Co. to be operated between this coast and Europe. The "Elebeck," an 8800 deadweight ton freighter, built at the Skinner & Eddy plant at Seattle, will load in the North late in August. W. C. Dawson & Co. will handle the vessel at Seattle as agent for Williams, Dimond & Co. and the California Pacific Shipping Company will have charge at Portland, where additional cargo will be loaded. Another vessel was designated by Assistant Director of Operation to be placed on the berth out of San Francisco and also at San Pedro, provided the latter port offers sufficient inducements. McCormick & McPherson will represent the managers at the southern city. This vessel will carry cargo direct to Havre and London.

Improved port facilities provided by the Board of State Habor Commissioners and lower costs of handling foreign freight, have resulted in a large increase in the import and export business of San Francisco. According to the annual statement of the Associated Terminals, prepared by H. S. Scott, general manager, his concern has nearly doubled its business in the last year. During the last twelve months fifty-five full cargoes have been handled by this concern. There were 260,481 tons of exports and imports. "It is now cheaper to receive and ship foreign freight at this port than at Puget Sound," Scott said, "and the result is that much business is being diverted from the North to San Francisco. This port will show a healthy trade increase constantly. All that is now needed is more ships to handle the increasing volume of business."

A 250-foot extension to the fitting-out wharf, bringing the total length up to 700 feet, is being installed at the plant of the Pacific Coast Shipbuilding Company on Suisun Bay. The extension was provided for in the plans when the yard was originally built, but its installation was deferred that full attention might be turned to war-time production of ships. The 233 acres of the plant, like the fitting-out wharf, have been laid out with the necessities of growth in mind. The launching of the "Sinasta," fifth of the ten 9400 deadweight ton cargo steamers being built at the yard, took place on July 15. The "Cansumet," the second to be launched, is scheduled to sail from San Francisco for England next month, having been allocated to Williams, Dimond & Co. Captain F. Ryer will be her commander. The "Diablo," built at the plant and named after the mountain, is now crossing the Pacific on her maiden voyage, flying the house flag of the Pacific Mail Steamship Company.

Captain Richard C. Brennan has been sent to Mare Island by President John H. McCallum of the State Harbor Board to make inventories and arrange for the taking over from the Navy by the State the cruiser "Annapolis," which will be the school ship of the California nautical training course for merchant marine officers. The "Annapolis" arrived at San Francisco from Norfolk via the Canal about a week ago. Captain Brennan, who has been in the merchant marine service for twenty-three years and was formerly in command of the "Harvard," when the vessel was operated on this Coast by the Pacific Steamship Company, is considered one of the most likely candidates for the position of commander of the "Annapolis.' He is a graduate of the Massachusetts State Nautical School and was but recently discharged from the Navy with the rank of lieutenant-commander.

Word was brought to San Francisco during the week of a remarkable voyage made by the little two-masted schooner "Luka," which has plied between the islands out of Honolulu for many years and recently was sent as far south as Suva. The "Luka" was caught by the outer edge of a cyclone four days after leaving Suva. Captain D. P. Wall headed north to run away from the center but had little wind and, just before the "Luka" was overtaken by the wind the main boom, tired of thrashing back and forth, broke, and the mainsail had to be snugged in. Then the wind struck and there was nothing to do but run before it under the fore staysail, and with that rag of muslin only the schooner made 168 miles in one day. After the wind had passed by, Captain Wall rigged a jury boom and made for Jaluit, where he stayed eight days for repairs. After that they had a hard time beating to windward and had to make much more than the usual northing before they could get a slant for Honolulu. The "Luka" arrived about two months after all hope for her had been given up.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 23, 1919.

THE ATLANTIC COAST STRIKE.

From the latest available information the strike of seamen along the Atlantic and Gulf coasts seems to have settled down to an endurance contest.

The organized shipowners, banded together under the name, "American Steamship Association," have contemptuously rejected practically every effort of Seamen's officials to adjust grievances which have long existed, but have been held in abeyance on account of the war.

The first demand submitted by the Atlantic District Unions has been preference in employment to American citizens and then preference to union men.

The American Steamship Association, finding itself in an impossible position finally, but most reluctantly, agreed to the first demand but at the same time rejected the second preference—trade-unionists. This tricky offer was effectively exposed by submission of proof that the shipowners who are leading the fight against the Unions are employing, almost exclusively, men who cannot speak the English language. Spokesmen for the Seamen's Unions also point to the fact that where preference has been given to union men during the past few years, the percentage of Americans in the crews has steadily increased. Where, however, the unions were given no preference there were no Americans then and there are no Americans now.

Other long-pending grievances call for an eight-hour workday and three watches at sea for the deck crew. These conditions are now, and have been for some time past, in full force and effect along the Pacific. The Shipping Board has conceded an eight-hour workday "in port" but declines to consider the three-watch system for the deck crew "because this would tend to increase the size of the crew at a time of great shortage of sailors." That this contention is not a sound one is conclusively proven by the fact that on the Pacific crews have not been increased in size as a result of introducing the three watches at sea. The tendency of all vessels on the Pacific Coast has been to reduce rather than to increase the size of deck crews, notwithstanding the three-watch system.

Finally, there is the demand for an increase in wages, approximating twenty per cent., or from $75.00 per month to $90.00 per month. Surely, no one will call this an exorbitant wage for American wage-earners, considering the steady and unprecedented upward trend of the cost of living in all ports of America, and, in fact, throughout the world.

All in all, the principal issue of this strike is one of pure, unadulterated Americanism.

On the one hand it is the organized shipowners' cry for cheap alien labor.

On the other, is the demand of the Unions for preference to skilled American trade-unionists.

All other issues could probably be adjusted without great difficulty, but the right of the organized American seamen to first consideration in employment cannot and must not be compromised. And if no argument but a prolonged strike can establish this principle, then the strike must go on because, in the final analysis, this is a fight for America—for an American-manned Merchant Marine!

AN UNMATCHED RECORD.

Official returns of the United States Bureau of Navigation for the fiscal year ended June 20, 1919, show that the American merchant marine (on the above-named date) comprised approximately 27,300 vessels of 12,200,000 gross tons. Detailed returns of small craft from minor ports not yet received will not materially change these figures. To this total may properly be added fifty-six ocean steamships of 405,000 gross tons, temporarily employed as transports and troopships by the army and navy, such as the steamers "George Washington," "Leviathan" and other seized German ships, and several Ward Line and other American ships, which are essentially passenger ships of the merchant marine.

The increase in the American merchant fleet during April, May and June was slightly over 1,000,000 gross tons. The total on March 31, 1919, was 27,223 vessels of 11,797,052 gross tons, of which 4682 ships of 5,469,968 gross tons were registered for foreign trade, the remainder being engaged in the coasting trade and on the Great Lakes.

During the past three months the total American tonnage in foreign trade has steadily increased through new construction and through the return by the War Department of ships no longer required to transport troops and military supplies. At the present time half of the American merchant tonnage is registered for foreign trade, a situation without a parallel since 1856. Ships lost and abandoned during the first nine months of the fiscal year aggregated 267,485 gross tons, and for the whole year will only slightly exceed 300,000 gross tons, the reports for May and June not yet being complete. The transfer of ships from foreign flags to the American flag virtually ceased during the past fiscal year, American additions from foreign sources being almost exclusively Japanese tonnage bought by the United States Shipping Board. On the other hand, the transfer of ships from the American to foreign flags amounted to only 38,200 gross tons.

For purposes of foreign trade attention may be confined, generally speaking, to seagoing ships of 1000 gross tons or over, of which on June 30, 1919, our merchant fleet included 2058 of 7,300,022 gross tons out of a total as stated of 12,800,000 (not including 405,000 gross tons in military service). On July 30, 1914, just before the war, our fleet of seagoing merchant ships of 1000 gross tons or over numbered 755 or 2,128,731 gross tons out of a total fleet of 7,928,688 gross tons.

It is significant that the sail tonnage has increased inappreciably—less than 2 per cent.

The wooden seagoing steam tonnage of 1000 gross tons or over has increased from eight steamers of 10,595 gross tons on June 30, 1914, to 293 of 693,541 gross tons on June 30, 1919. The world's commerce is conducted mainly, of course, by steel seagoing steamers of 1000 gross tons or over, of which on June 30, 1919, our total documented was 1436 of 6,072,901 gross tons.

Ships built in the United States and officially numbered during the year ended June 30, 1919, were 2182 of 3,739,372, not including fifty-nine vessels of 121,112 gross tons built for foreign owners, making a grand total of 2241 vessels of 3,860,484 gross tons, or two-thirds of the world's output for the year. Still more startling seems our recent shipbuilding record when compared with 3,332,882 gross tons launched in 1913 throughout the world (including the United States), which, according to Lloyd's returns, was the world's largest annual output before the war.

Thus, it will be seen that the shipyards of the United States put into the water more oceangoing tonnage during the last fiscal year than all the shipyards of the world combined during the year 1913.

This surely is a record that will stand unmatched in the annals of the world's shipbuilding.

MISREPRESENTATION!

The grossly unfair attitude of the press and spokesmen for the American Steamship Association has already compelled Vice-Chairman Stevens of the United States Shipping Board to issue the following public statement:

The statement appearing in the public press that I had stated that the officers and men of the Navy would man the ships owned and controlled by the United States Shipping Board if the threats of union officials to force a general strike were carried out, is untrue. I have made no such statement. The Shipping Board has not considered what means it might take to move its ships in case it were faced with a prolonged tie-up. It announced its decision concerning wages and conditions of employment with the expectation that the terms would be accepted by the men, and it still hopes for a speedy settlement.

Furthermore, I desire to point out that the telegram sent me by Mr. Mooney, of the American Steamship Association, and given by him to the press, is inaccurate and misleading.

The implication from these statements in the telegram is that the Shipping Board by its action in announcing a wage increase has forced the American Steamship Association to agree to "substantial increases in the entire personnel of American ships" which the American Steamship Association would not have otherwise done. The Shipping Board has no apologies to make for the wages it has announced. It considered the decision fair, and is willing to assume the full responsibility. The facts are that the American Steamship Association had previously voted for a ten per cent. increase in the pay of officers, and had also voted for a ten per cent. increase in the wages of the men, without any "solicitation" from the Shipping Board. Consequently the only difference between the action of the Shipping Board and the action of the American Steamship Associa-

tion is the difference between a ten per cent. increase in the pay of the men and a ten dollar flat increase. The "substantial increases," therefore, which the Shipping Board has forced upon private steamship companies by its action amount to two dollars and a half per month for the men alone, and not, as the telegram indicated, ten dollars per month for the men and ten per cent. for the officers.

All of which is most enlightening and proves that the managers of the American Steamship Association are unwilling to cooperate either with the Shipping Board or with the Seamen's Unions.

It is the old pre-war story of organized wealth brazenly defying both the Government and the working people.

"INTERNATIONAL AGREEMENT."

Seamen are not included in the National eight-hour law, recently passed by the Parliament of France, and the French Seamen's Federation demands that the law apply to them.

As usual, in such cases, the French shipowners have raised the international competition bugaboo and want the law postponed until other countries adopt it, through international agreement.

The shipowners have been receiving enormous rates per ton for freight from French colonies to England, while English shipowners were carrying the same freight for about one-fifth of the French rate. In this case the French shipowners did not demand that the English tariff be applied to them either by international agreement or otherwise.

But, of course, in the case of a Seamen's eight-hour law it is different! Such utopian proposal should only be carried into effect through international agreement!

Can you beat it?

A charter has been issued by the International Seamen's Union of America to the Canadian Seamen of the Great Lakes. Steps are also being taken by the Executive Board of the International Union to render such assistance as may be required to give the new organization a proper start. It is certainly gratifying to note the fine, aggressive spirit of unionism which has developed among the seafarers of Canada during the current year. Some day, when all the seamen on the North American continent are thoroughly organized, and when the responsibilities as well as the advantages of organization are fully understood, there will be no more quibbling or haggling over "recognition of the union" or "the right to collective bargaining." The issues then to be discussed will be based upon the absolute and unqualified right of the human element to "chief" and "prime" consideration over all things which enter into the complex make-up of the marine transportation industry.

The refusal of Australian shipping companies, engaged in the coastwise trade, to insure their crews in respect to the risk attached to infection by pneumonic influenza has brought on a general strike of seamen in Australia. The influenza plague has levied a particularly heavy toll upon seamen in the Antipodes, and the request for protection seems so reasonable that it is very difficult to understand how it could be denied. But it seems that strikes are about the only means, the world over, whereby reasonable concessions can be obtained.

LOOT OF PUBLIC PLANNED.

Reasons Why American Financiers Are so Anxious to Be Allowed to Grab Peoples' Natural Resources.

President Wilson in one of his speeches stated that "we are fighting to secure for all peoples participation upon fair terms in the economic opportunities of the world." While that was one of our chief reasons for entering the war, unfortunately there are many members of Congress who were very keen for the war, but have proved themselves not fully loyal to America's purposes in entering the world conflict for democracy. It looks very much as though some "practical" men were getting ready to fry a lot of fat for both parties for the 1920 campaign. Several bills have been introduced in the present session of Congress to alienate the natural resources of the country, coal, phosphate, sodium, oil, oil shale and gas on public domain or to permit private exploitation of the water powers of the country in public ownership upon terms grossly unfair to the public. If enacted into law, these bills will rob the American people as Germany would not have dared to do, had she conquered this country. Nearly a dozen bills to despoil the American people of their natural resources have been introduced in the House and in the Senate. The House Committee on Public Lands reported within a year that the estimated tonnage of bituminous coal in public ownership in accessible areas is 10,000,000,000 tons; of semi-bituminous coal, 30,000,000,000 tons; and of lignite coal 50,000,000,000 tons—a total of 90,000,000,000 tons. This report estimates the value of phosphate in its natural state in public lands at $90,000,000,000. The value of the oil and gas on the nearly 607,000,000 acres of public land in the United States is incalculable and there is energy enough in the water power of the United States to keep the business of the world running for countless years.

Our natural resources still in public ownership are conservatively worth close to $500,000,000,000, which is equal to the total commercial and govermental indebtedness of the world. Much of these natural resources will be practically given away by the pending bills which have been introduced by both Republicans and Democrats.

The two most significant things about private development of natural resources have been the frightful wastefulness and the enormous profits in spite of the wastefulness. The late President Charles R. Van Hise, of the University of Wisconsin, stated a few years ago that the waste in mining as in the past "amounted to from 150 to 100 per cent. for anthracite, and to 50 per cent. for bituminous coal of the amount taken out." Up to 1908 nearly 7,350,000,000 tons of coal had been mined, and approximately 4,000,000,0000 tons of coal have been "wasted in mining," as Dr. Van Hise states, under the alleged efficiency of private development. No careful estimate has been made of the waste of the oil resources of the country although it has amounted to hundreds of millions of barrels. Dr. Van Hise estimates that the waste of natural gas, under the boastful efficiency of private development, amounts to 400,000,000,000 cubic feet a year.

Nearly every great fortune in the United States is based upon private ownership and development of some natural resource of the country. In five years after the dissolution of the Standard Oil Company, the companies included in the Standard Oil combination distributed in cash $407,401,626; in stock at par value, $207,200,000, and subscription rights at par to the value of $40,900,000—a total of $655,000,000, while the total capitalization of these companies on April 15, 1912, was only $276,916,754.

The Commissioner of Internal Revenue gives some interesting information as to the profits made by oil companies for the calendar year 1916, which are the last figures of the bureau available. This was before profiteering in the name of patriotism became quite the most profitable profession in America for a little group of undemocratic Americans. In that year, corporations developing oil, gas and salt wells had a net income of $236,795,209; during the same year corporations extracting coal had a net income of $121,082,830; those extracting copper had a net income of $271,087,120. During the same year, corporations extracting gold, silver and other precious metals had a net income of only $14,907,086.

The Commissioner of Internal Revenue also reports in 1916 the average net income of 2,554 mine owners and operators was $45,140. Eleven mine owners and operators had a net income in 1916 of over $1,000,000; ten had a net income of over $1,500,000, and several a net income of over $5,000,000. The total net income of corporations extracting minerals was in 1916 $798,883,349.

These figures show clearly why American

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 21, 1919.

Regular weekly meeting came to order at 7 p. m., E. A. Erickson presiding. Secretary reported shipping good; more members ashore. The committee interviewing the shipowners submitted a report stating that the new rate for overtime in steam-schooners had been agreed to and is to commence on August 1. Negotiations with other shipowners is progressing. The report was received and concurred in. The meeting also agreed to the following rules, which were ordered posted in the various forecastles:

"1. That Rule No. 3 of the established Working Rules, 'Any work for the safety of the vessel, her cargo, passengers and crew to be done at any time without extra compensation,' should be lived up to by the members of the Sailors' Union of the Pacific.

"2. That the owners are willing to carry a full complement of crew in all vessels, but if such complement is not obtainable, and only the number specified in the vessel's certificate can be procured, the winch-drivers shall stand watch with the men and take wheel and lookout.

"3. That the members of the Sailors' Union of the Pacific shall not quit vessel at any time or any place, but shall give the mate sufficient notice and time to hire men to take their places, so as not to cause loss and delay to the vessel. The owners shall also instruct their mates not to discharge men without sufficient reason."

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., July 14, 1919.
No meeting. Shipping slow.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., July 14, 1919.
Strike called off. No shipping.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 14, 1919.
Shipping fair; few members ashore.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, July 14, 1919.
Shipping fair.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 14, 1919.
Shipping good; men scarce.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, July 14, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, July 14, 1919.
Shipping fair; men scarce.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 7, 1919.
Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., July 19, 1919.
No meeting; no quorum. Secretary reported shipping fair; few members ashore.
E. F. BURKE, Sec'y pro tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, July 16, 1919.
No meeting; no quorum. Agent reported shipping fair; no members ashore.
L. J. NORKGAUER, Agent.
Grand Trunk Dock. Rooms 203, P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 16, 1919.
No meeting; no quorum. Agent reported shipping fair; no members ashore.
JOE MACK, Agent.
No. 613 Beacon Street. Phone Sunset 336. P. O. Box 54.

Even death itself may shortly have to give way to the trust as the "great leveler."

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Labor has thrown its hat into the steel ring. The members and officers of 24 unions of workers in the "basic industry" have issued an ultimatum for that group of industrial captains headed by Judge Elbert H. Gary who have always punished as lese majeste or treason any effort by their employes to influence the terms of their employment.

In his capacity as President of the American Iron and Steel Institute, Judge Gary received some time ago a letter from President Gompers of the A. F. of L., asking him for a statement of the steel barons' attitude toward the campaign to organize the steel workers. Judge Gary had ignored that letter up to July 11. On the latter date the representatives of 24 unions affiliated in the steel industry met at Washington and decided to put up to their members the question of whether a strike should be called throughout the whole steel industry. Final preparations for the referendum will be made when the international presidents meet in Pittsburgh on July 20.

It should be kept in mind that the steel masters have used all their great economic and political power over courts and elected officials to crush every approach to unionism during the past fifteen years. A steady influx of immigrants from eastern Europe has also aided them in this tyrannous effort. Now there is no importation of cheap workers, and elected officials throughout the steel country are becoming conscious of the power and determination of the workers to defend themselves.

One-third of all the men employed in the steel industry when the war stopped have been discharged, partially in an effort to break the war-time wage scale and partially beacuse the war-time demand for steel products has diminished. Organized labor everywhere realizes that if the steel barons are allowed to work their will in this anarchistic method of "reconstruction," the workers elsewhere will be thrown on to the scrap heap until the big employers are prepared to take them back at a profit. Labor's challenge to the steel barons may easily grow into the most bitter and widespread conflict America has known for years.

Advocates of an American Labor Party have not suffered any loss of enthusiasm by the failure of the American Federation of Labor to endorse their project. On the contrary, many of them have redoubled their propaganda, encouraged by the "negative endorsement" seen in the Atlantic City convention's failure to go on record in direct opposition to political action. There is much rejoicing among the Labor Party people over the action of the railway firemen in approving their plan. A wedding of the railway brotherhoods with the American Federation of Labor is booked for early consummation, and the attitude of the firemen may influence thousands in the ranks of organized labor to make their postponed decision.

Despite the enthusiasm of its principal backers, it is considered doubtful here that the Labor Party movement will attain formidable proportions during the present year. An attempt will be made between now and Christmas, however, to hold a national convention with delegates from all those local and State labor bodies that have formally entered on the field of working-class politics. The outcome of that convention will determine whether sentiment is ripe for the big experiment.

Meanwhile, this central truth must be kept in mind: the old political parties are very shaky and threatening to go to pieces. This applies alike to Republicans, Democrats and Socialists. The tariff is not an issue that votes can be made out of for next year. Europe is not threatening to flood America with goods made by "pauper labor" or by any other kind of labor. Industries are growing up in the South which crave protection quite as much as those of New England, which means that the Democratic Party is becoming half-and-half on the tariff issue. The big parties are also splitting on the peace treaty, the league of nations, the railroad problem and remedies for the high cost of living. The Socialists are throwing one another into and out of their party on issues which show that they will be unable to offer a united front to the common enemy next year. All this may not prove that the hour for an American Labor Party has come, but it is fair indication that fresh political line-ups will be in order for months or years to come.

The railroad brotherhoods are pushing their campaign for Government ownership and union operation of the transportation lines. Their headquarters at Washington radiates confidence that Congress will finally realize that private ownership has run its course—not at this session, perhaps, but within two or three years at most. It is rumored that the public may shortly be provided with sensational details of the manner in which the railroads have been "sabotaged" by the old executives during the past two years so as to pile up an enormous deficit for the Government and to discourage the people with any kind of public operation of the lines.

Associated with this is a rumor that Frank P. Walsh, champion of Ireland and former joint-chairman of the National War Labor Board, may take the stump in favor of the brotherhoods' plan for solving the railroad issue. Walsh has recently had occasion to witness the power and initiative of labor in Great Britain in handling the issue of industrial reconstruction, and is said to be enthusiastic over the plan to have American railroads purchased outright by the Government and operated by the brotherhoods.

It is pertinent to recall that Walsh is credited with having an eye on the leadership of an American Labor Party. Between Walsh and Samuel Gompers, it may as well be confessed, the most cordial feeling does not exist. But the A. F. of L. is half committed to the brotherhoods' scheme of railroad operation, and if that plan and the Labor Party idea should prosper during the next twelve months Frank Walsh intends to be identified with both of them. Walsh is a lawyer, to be sure, but his friends remind us that very few years have elapsed since the Kansas City Irishman was a horny-handed wage earner at the very bottom of the social ladder. They are willing to have him turn up his palms and compare callouses with President Gompers, whatever that would prove.

From his complete triumph at the Atlantic City convention, President Gompers turned to the Pan-American Federation of Labor, of which he is also president, and piloted it neatly through its second annual meeting in New York this week. His principal task in this conference was to explain to Mexican delegates why the A. F. of L. had gone on record in favor of excluding immigrant workers, including Mexicans, from the United States. Gompers stated that the policy of the big employers in this country had been to import large numbers of unorganized workers to compete with American wage earners, and that an exclusion law would scarcely affect the union workers of Mexico, who are not the class who ordinarily seek employment abroad. He did not contend that an exclusion law would work perfect justice, but that it was a measure of expediency. His personal view was that the immigration laws should be amended so as to admit none but members of labor unions, but, since that could not be done at present, the American worker must seek protection in a general exclusion act.

In this connection Mr. Gompers had a timely and valuable word to say about the effort which big business interests are making to involve the United States in war with Mexico. He said:

"To my mind it would be the gravest wrong inflicted upon the peoples of both countries if the jingo spirit now being manufactured should drive the United States and Mexico into war. I regard the situation between the two countries as pregnant with awful events. The President has negotiated a treaty of peace. In it is the covenant of the league of nations, an instrument with the highest power for the settlement of international disputes. But we cannot consistently advocate such principles with the nations of Europe and then rush into an armed conflict with Mexico.

"There is a rule of conduct between man and man and nation and nation that can be followed in all instances, but we cannot pursue one course with one nation and another course with another. The American people have had enough war. We entered it with the highest motives and altruistic purposes, to secure international peace and justice and to overthrow democracy. We made many sacrifices, and we are proud of them. But I am quite sure that we are not going to war with Mexico at the instance of any of the 'special interests.'"

The Pan-American Federation of Labor also adopted resolutions asking for the admission of Mexico and other Latin American nations into the League of Nations, and for the withdrawal of American troops from Nicaragua and Santo Domingo, where, it is alleged, they have suspended the right of the native population to pursue their political and personal liberties.

From this conference Mr. Gompers went aboard ship and sailed for Amsterdam, where he will seek to create a new international federation of trade unions—one that would be free from influences to which he is opposed. In general terms it

can be said that Mr. Gompers is opposed to a labor international that would go on strike to attain any political object. An issue and illustration is seen in the determination of French and Italian workmen to go on a one-day strike on July 21 to hasten demobilization, bring down the cost of living, and compel their Governments to keep hands off the Soviet Governments of Russia and Hungary. Labor in Great Britain will co-operate on the same day by holding mass meetings to advocate the same ends. Mr. Gompers will arrive in Europe on the eve of this portentous demonstration. The Amsterdam congress will contain delegates from the countries affected and it will be interesting to see whether they will pledge their constituents, who will be on strike at the moment, never to do such a thing again.

Who threw the bombs on June first or sent them through the mails on May first is a question still unanswered. Four men and one woman were arrested in Washington about the middle of June and released about a week later, without any charges having been preferred against them or hearings granted them. The case of one of them was brought to your correspondent's attention after he was freed. He is a veteran of the Civil War, 76 years old. He draws $40 a month pension from the Government, and his discharge papers show that he enlisted when the war broke out and re-enlisted on the field for the duration of the war. He has lived in his present house in this city since 1904. No charges were made against him and he received no hearing during his eight days in a cell. He complains of neglect and abuse during his imprisonment. His name is Robert Henkle and his case is now in the hands of Senator France, of Maryland, who intends to demand an explanation of why such a man should be disgraced and then released without an opportunity to defend himself.

And in the Washington Post of July 11 we read another of those arrested with Henkle has filed suit for $25,000 damages against William J. Flynn, chief of the investigating bureau of the Department of Justice, and Lawrence J. O'Dea and his staff for alleged false arrest and imprisonment. This complainant, Max Holder, charges that without probable cause or legal warrant he was taken into custody on June 13 and held without hearing or charges until June 20; that during his incarceration he was kept in a cell infested with vermin, was furnished no water for bathing, and given an iron cot on which to sleep; and that during this time he was not permitted to communicate with his friends nor to consult counsel. Ralston, Winfield and Willis are attorneys for the complainant.

THE PORT OF OSTEND.

Before the war this summer resort had a population of about 60,000, the larger part of whom depended upon the summer visitors for a living. A large number of the former population have returned to their homes and preparation is being made for the coming season. There is very little work for the population except in restoration, which is as yet proceeding slowly, and in fishing. The latter is proving a very lucrative work just at present owing to the high price of fish and the large catches. Fishermen with single boats (30 feet in length) have made a profit of 5,000 francs in one week.

The port of Ostend consists of two ports, the old port and the new port. The former includes the entrance channel, the fore harbor, the anchorage basin for fishing sloops, the three commercial basins, and the basin on the east bank of the channel, where Belgian Government packets are docked while undergoing repairs. The new port, connecting with the old, comprises the maritime extensions of the port of Ostend. It includes the landing quay of the Dover-Ostend packets, the new fore harbor, the turning basin, the wet dock, and the canal basin. The new fore harbor, with an average depth of 26 feet at low tide, is especially adapted to regular navigation. It is crossed by a drawbridge which divides it into two navigable passages 50 feet wide.

The wet dock for commercial ships of other than regular service is 2,000 feet long and 280 feet wide. The entrance to this dock is a lock 56 feet wide and 372 feet long, floor 14 feet below the level of low tide. With this are connected the canal basin and the turning basin, which are used especially for the importation of lumber from Russia and Scandinavia. Two anchorage basins on the east bank, one behind the channel, the second above the new fore harbor, prevent the port from silting up. Access to the port from the sea is assured by three navigable dredged passages, depth 19 feet at low tide.

Ostend is connected by navigable canals with the interior by means of the Bruges-Ostend Canal. Two important railroads at Ostend connect through Ghent and Brussels with Germany, and through Flanders with France. Three packet lines formerly connected Ostend with England, one to Dover, one to London, and one to Tilbury. The Dover line, which was the principal one, operated 11 fast packets and carried in 1911 over 181,000 passengers.

The destruction at the port consists largely of ruined bridges and sunken vessels. A half dozen of the largest bridges across the various canals of the basins have been entirely destroyed, as well as the principal bridges on railroad lines south from Ostend. In the harbor itself a number of sunken vessels—Belgian commercial steamers, dredges, barges, and sailing craft obstruct the channels. Through neglect the channel of the entrance into the harbor has become much shallower, owing to deposits of mud. English companies are now engaged in removing these obstructions and in dredging the channel entrance, since the only Belgian dredge at Ostend was sunk in the entrance to the harbor. It is now being raised by an English company.

The "Vindictive," which was sunk directly across the entrance to the harbor, has now been moved so that it lies alongside the western pier. The channel entrance is about 400 feet wide, and now permits easy access across to the inner harbor. There are three English dredges at work clearing away accumulations outside of the channel entrance.

In general, the cranes and harbor facilities at Ostend have not been systematically wrecked as at Zeebrugge. Ostend can resume commercial activity in a few weeks, though complete restoration will require months. The entire surroundings have been changed until they have the appearance of a vast fort. Batteries of guns were located at advantageous points for defense, miles of barbed wire have been stretched along the sea walls, and all land approaches to the harbor entrance were made inaccessible in some way.—Commerce Reports.

THE STRIKE.

By Covington Hall.

Say what ye will, ye owls of night,
The Strike upholds the cause of right;
The Strike compels the king to pause,
The stateman to remold the laws.

Say what ye will, yet, without ruth,
The Strike drives home the bitter truth;
The Strike tears off the mask of things;
To mass and class the issue brings.

Say what ye will, the Strike is good;
It clears things long misunderstood;
It jolts the social mind awake;
It forces men a stand to take.

Say what ye will, all else above,
The Strike is war for bread and love;
For raiment, shelter, freedom, all
The human race can justice call.

The day the Cubs began practicing at Pasadena, former manager Frank Chance met present manager Mitchell and in the course of conversation asked what he thought of his new material. "Well," laughed Mitchell, "I'm as optimistic about these new men as a friend of mine is about his backyard garden." "How's that?" demanded Chance. "He's always sure the seeds will grow to look just like the pictures on the packages."

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

tuberculosis—says the United States Census Bureau in a report on mortality statistics.

Deaths from heart disease numbered 115,337. Pneumonia was responsible for 112,821 deaths. This rate is higher than for any year during the period 1908-1916.

Tuberculosis in its various forms caused 110,285 deaths, of which 97,470 were due to tuberculosis of the lungs. Until 1912 more deaths were due to tuberculosis than to any other single cause, but in that year during the period of 1914-1917 the mortality was less than that from heart disease and in 1917 it fell below that from pneumonia also. Bright's disease and acute nephritis caused 80,912 deaths and apoplexy was the cause of 62,431 deaths.

Soldiers Replace Women.

Steady reduction in the number of women employed by the railroads is taking place as the result of demobilization and the return of men to their old jobs.

From the high mark of 101,785 women employes October 1, 1918, the number had decreased April 1, to 85,393.

The first women to be let go were those engaged in heavy work in roundhouses and shops. In the clerical occupations, such as ticket selling, where 72 per cent. of the women were used, small reduction has taken place, 68,129 still being employed.

Statistics compiled by the railroad administration show that 5,000 women were employed in shops and 1,000 in roundhouses in 1918, doing work as boilermakers, blacksmiths and machinists. There were 377 women employed as station agents, 50 as switch tenders, 931 pushing trucks and 518 assigned as watch women.

Co-Ops. To Buy Wholesale.

Chicago co-operators pledged $1,000 at their first meeting to raise $100,000 to start a co-operative wholesale branch. The meeting was held under the auspices of the National Co-operative Association, which was organized at the National Co-operative Convention, held in Springfield, this State, last September.

Only co-operative societies, organized on the Rochdale plan, are eligible for membership and to own stock in the co-op. wholesale.

The Rochdale plan of co-operation provides, in effect, that goods shall be sold at the prevailing market price, and that profits shall be divided among members on the basis of the amount of money spent by each member at the store. The amount of stock held by a member is not considered in computing these dividends.

HOSTILE NEWSPAPER COMMENT.

A Philadelphia paper says shipowners at that port will ask the Government to use its naval force to break the strike of seamen. Trade-unionists say this verifies their prediction made when they were attempting to avoid a strike—that the owners wanted a strike and would ask the Government to assist in destroying the unions.

The newspaper prints this untruth on the workers, which is usual in strike times:

"They (the strikers) demand a 'closed shop' policy and an agreement that the American merchant marine be controlled entirely by union rules."

THE LEAGUE OF NATIONS.

(Continued from Page 2)

sacred memory, told California that if it didn't get down from its high horse, that if it undertook to pass such legislation he would use the army and navy of the United States to enforce the treaty. When Woodrow Wilson was elected President, California tried the same thing again, and Mr. Bryan was sent out to plead with them, and he pleaded with them so successfully that the Japanese are taking charge of the land in California. No really effective legislation was enacted, because there was a treaty standing in the way.

Take the seamen's situation, and I will close. Perhaps because of the argument that was had upon it, the seamen might be more safeguarded than any other labor, but after all, I don't look upon it as being safe, and so I must mention it. In England to-day, or rather here in the United States, we are up against a fight in which we have spent between $60,000 and $70,000, to defend the Seamen's Act. We, the mud-sills, are doing that. What are we defending? The possibilities of the United States becoming a sea power, the possibility of the United States becoming equal to anybody else on the ocean. Who fights it? England. What industrial interests fight it? The British. And when I came back from France to England I was told that they were going to use the Supreme Court decision lately handed down to sign any man for a shilling a month who asked for the protection of the Seamen's Act when he arrived in the United States. The hatred of the Seamen's Act, the objection to it is simply cold and calculating. Let it once get into an international body of this description with any authority to deal with it, and the hope of the United States becoming a sea power, the hope of the United States for a merchant marine and a navy that can defend America, and the hope of seamen sufficiently trained to draw upon in time of war will vanish. Wars are not over, don't you forget it, and when the time comes if you haven't the seamen you will be helpless. You could see that in the last war.

And so from whatever side I look at it, from the labor question and from the seamen's question, I can't vote for this thing. I can't consistently do it, and I have got to do whatever I am doing, may the consequences be what they may to me and mine.

Address by Samuel Gompers.

(From a speech by Samuel Gompers at the convention of the American Federation of Labor, Atlantic City, June 20, 1919, as furnished by the press service of the American Alliance for Labor and Democracy.)

I can scarcely remember any convention of our Federation or any meeting of labor men of whatever shade of opinion that has met without condemning war, without commending an international peace, and I wonder how it can be obtained? Shall somebody in the United States act as a schoolmaster to the peoples and the governments of the various countries and say to them: "Now, you be good; don't you fight; don't you go to war." If international war is to be avoided, how can it be done except by agreement, how can it be done except that men representing the peoples and the governments of the countries affected sit down and write their thoughts and hopes into an agreement?

Call it a covenant, call it a treaty, call it what you will, but there must be some things written down in order to govern the rules under which war may be avoided.

I am not afraid of meeting the future. Come what may, when big propositions are met by big declarations of earnestness to prevent war, I am not going to turn my back upon them, because they come nearer than at any other time to the hopes of liberty-loving and peace-loving peoples of the world.

We have declared for reduction of armaments. How can that be done except by agreement? Delegate Green very ably and graphically called attention to the situation and said: "If this treaty, if this draft containing the covenant of the League of Nations is defeated, what then?" What have you got? What have you to stand as a barrier against international war? Defeat this treaty, defeat this covenant of the League of Nations, and then every naton will be required to arm itself, competing with each other for the large armies and large navies and great munition plants.

Yes, of course this treaty, with the covenant of the League of Nations, is not a perfect instrument. Who expects it? Who expects that a perfect document shall be drafted? Different peoples, different histories, different traditions and sometimes not only different, but conflicting, interests, and these representatives of the peoples and the nations have sat down and drafted a document, a covenant, an agreement, a treaty by which war shall be made more difficult and perhaps impossible.

Shall we turn that treaty back, shall we help in its rejection and leave the world in the position where the men, with their national prejudices, with their national hopes and aspirations, may try to be a law unto themselves and can only be checked by the arbitrament of war? I think not.

In spite of politicians who simply aim to control the administration of the affairs of our republic, despite men who may have interests, men who consider votes as the dominating factor for their conduct, I am not going to play into their hands, I am not going to give my consent, to support those who would leave the world in the position of being inflamed by the horrors of war at any time when any nation feels itself strong enough.

Only a few days ago, for the first time in the history of the world, men left the soil of America and within a day, or more definitely speaking, within sixteen hours, landed in Europe. What can be done in aeroplanes from America to Europe can be done from Europe to America. We are closer now to Europe than at any time in the history of the world.

We cannot now declare, in this age and time, that we shall be isolated and have no alliances with any other peoples. We are so close to them, they are so near to us, that it is essential for us to see to it that the best possible relations shall be established between the peoples and the governments of our country and all other countries, and to bring about the time by agreement when we shall live in peace.

I am confident that the covenant of the League of Nations, with the labor provisions in it, will give an impetus to the legislators of our country to ratify the peace treaty with these features in it. I don't want any man to believe that I am a blind follower of any man, I don't care who he is. I think that the President of the United States, Woodrow Wilson, is not only one of the brainiest and most brilliant men in the world, but possesses a conscience and a heart that seeks for the right. (Applause.)

"Good health and good sense are two of life's greatest blessings. Health is the vital principle of bliss, and exercise of health."

LOOT OF PUBLIC PLANNED.

(Continued from Page 7.)

financiers are so anxious to be allowed to grab the people's natural resources. They show equally clearly why Congress should refuse to turn over the people's resources for the enrichment of the few and the impoverishment of the many.

The Esch Water Power bill has been passed by the House. No hearings at this session of Congress were granted on this bill to alienate the country's natural resources in water power for a term of fifty years with rights of renewal. The chairmen of the Senate and House Committees on Public Lands have informed us that they do not propose to hold hearings on the bills to turn the people's natural resources in coal, phosphate, sodium, oil, oil shale, and gas owned by the United States over to would-be profiteers.

The Census Bureau reports the average value of anthracite coal at the mines in 1909 was $2.26, of bituminous coal $1.05. These values have increased only slightly within the last few years, while the Geological Survey reports that the public is paying four or five times the value of the coal at the mines. The enactment of the pending bills, on which no hearings are to be allowed by the Congressmen in charge, who were elected to serve the public interest, will increase the cost of living to every American citizen. Could any governmental agency be as wasteful and increase the high cost of living as much as it has been and will be increased by the turning over of our natural resources for exploitation by our un-American profiteers? Some years ago the Government was obliged to appoint a receiver for certain oil wells, and the late Mr. E. J. Justice, of the Attorney-General's office, reported: "He (the receiver) has also operated every well at a reduced cost as compared with the cost to the company that preceded him."

The pending legislation will increase the price of farm machinery, of transportation on railroads and of fares on city railways. It will add to the cost of practically everything we have to use or wear. In our opinion the legislation is designed to prevent government development of these natural resources, which all forward-looking farmers of America demand.

The American people should promptly write their United States Senators and Congressmen, urging them to defeat these measures which are in contempt of democracy and in defiance of the expressed will of the people of America, recorded when we entered the war.—By George P. Hampton, Managing Director, The Farmers' National Council, Washington, D. C.

BRITISH CONSUL'S METHODS.

Editor SEAMEN'S JOURNAL:

Nicholas Koulis came to my office recently to collect his wages due from the S. S. "Levenpool." He stated that he had been discharged from a hospital for an illness, from which he had been cured and fitted for duty. The vessel flies the British flag, and the British Consul refused to give him his wages unless he signed on another British ship for a foreign port, eventually to be discharged in the United Kingdom, where he had signed articles on the "Levenpool."

Under pressure, and believing that he could get his wages no other way, he signed articles on another British ship to be paid off in the United Kingdom, with the verbal promise that he was to receive his money due from the "Levenpool" on arrival in the port of Buenos Aires, Brazil. Perhaps, the British Consul thought that he would, upon receiving his money in Buenos Aires, desert his ship, and that there the British Consul would be compelled to get a substitute at the lower wages prevailing in South America. This shows how carefully agents of the British Government are protecting the interest of British shipping in foreign trade.

When I got in touch with the British Consul he told me on the telephone that the man had already signed on a British ship for South America, and had sailed; a day or two later my client walked into the office again. With the aid of an interpreter I found out that he had left the British ship and had come back determined to get his wages earned on the "Levenpool." I wrote a letter, a copy of which is enclosed, to the British Consul. Mr. Robbins, Vice-Consul, called me up on the telephone and informed me that this was a British ship, that he was the British Vice-Consul, and that the British knew how to run their own business without any assistance from attorneys, and did not know why I took the attitude I did. I said I took that attitude because I knew from past experience that British shipping offices would compel seamen to sign new articles under circumstances like this, and use the payment of the balance of his wages as their bludgeon over the seaman. He said that they did that because the yhad a right to do it with a British subject. I said "I dispute your right to do this with a British subject or any other human being in the territory of the United States. I give you fair warning that to compel seamen to join a ship under circumstances like these, by force, delay or otherwise, is pretty close to a violation of a local statute against shanghaiing."

The short of it was that the British Consul paid the seaman the amount of the wages due him.

Three or four years ago, when I. McPherson was Vice-Consul in this Port, it was necessary to report the whole of a certain matter to the Board of Trade at London in order to collect the seamen's wages.

British authorities apparently take the view that if a seaman signs on one British ship, to be paid off in home trade limits, he can be made to return to home trade limits on some other vessel, even though his physical condition renders it impossible for him to continue the voyage.

This case clearly demonstrates that the British Government officials involved in this matter at least, are acting solely in the interest of invested British capital, without regard to the rights of human beings, who have been unfortunate enough to be members of the crews of their ships.

Very truly yours,
SILAS BLAKE AXTELL.

New York, July 14, 1919.

SUEZ CANAL STATISTICS.

Total receipts of the Suez Canal Co. for 1918 were 92,969,910 francs, an increase of 20,950,883 over 1917. There is an increase on all receipts. The total expenses were 36,615,776 francs, a decrease of 2,533,039 on last year. This last saving is due to the present good condition of the canal, which permitted a reduction in upkeep expenses. The value of the canal's assets is 98,162,242 francs. The statutory reserve fund is 40,518,797 francs. The ships passing through the canal in 1918 totaled 2,522, a tonnage of 9,251,601. On the 1917 figures this shows an increase of 169 ships and 882,683 tons. But as compared with the last normal year (1913) it shows a decrease of 2,563 ships and 10,782,283 tons, almost 54 per cent. decrease on the prewar traffic. In 1913, 25,775,000 tons of cargo passed through the canal. In 1917 only 6,775,000 tons passed. But 1918 saw the start of the improvement, with a total of 7,833,000 tons. In 1918, 28 per cent. of the traffic was in ballast; and the cancellation of the reduction of 2.50 francs per ton on ships in ballast brought an extra income to the canal of 6,456,765 francs. The average time for passing through the canal was 16 hours 19 minutes in 1913, and 18 hours 10 minutes in 1917. It has risen to 23 hours 6 minutes in 1918, but this was entirely due to delays caused by military requirements.

UNIQUE SALVAGE VESSELS.

Six special salvage vessels are to be built for the British Admiralty. The first one has just been completed at Southwick, on the South Coast of England. According to the Daily Mail (London), the ships will be used to raise torpedoed vessels. They look like segmented towers with broad shipshaped bases. They rise tier on tier like a wedding-cake, each tier diminishing in size to the top one, which is over 100 feet above the base. Each tier is made of numerous blocks of concrete honeycombed to withstand external pressure, but otherwise hollow. There are watertight doors by which the blocks can be filled with water and pumps by which the water can be replaced by air. No motive power is on board. These concrete tower ships are to be towed in pairs to the neighborhood of sunk merchantmen. On a calm day the hollow concrete blocks will be flooded and the tower ships will be sunk on each side of the wreck. Divers will lash them to the wreck, the water will be pumped out of the blocks, and if all goes well the tower ships will rise, bringing the wreck to the surface.

Strange, is it not, that newspapers which parade the prurient episodes of murder, divorce and abortion in heavy type on the first page, should modestly refuse to call syphilis and gonorrhea by name! Such hypocritical mock modesty is a tremendous handicap in public health education.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Miners' wages are going to remain at the present high level until April, 1920, in the Scranton (Pa.) district, it is announced, and the special convention provided for by the international executive board to consider a new agreement has been called off.

The appropriation allowed the Department of Commerce of the United States of America was the neat sum of $25,533,205, while the Department of Labor only got $4,171,210, and out of this nearly $3,000,000 goes to enforce the immigration and naturalization law. Why this difference?

While metal workers and other employes are favoring—and establishing—a 44-hour week, along comes the National Industrial Conference Board with a report that a 50-hour week cannot be maintained in metal manufacturing industries "without some loss in production." The conference board consists of a score of employers' associations.

It is expected the building will be finished in the late fall. It will be a beautiful seven-story granite and pressed brick structure and will be a credit not only to the International Association of Machinists but to the entire trade union movement. The building is located across the street from the American Federation of Labor building.

Governor Sproul of Pennsylvania has signed the new compensation act which increases benefits to injured workmen from 50 per cent. of their wages to 60 per cent. Dependents' compensation is increased from 40 to 60 per cent. Medical service is increased from two weeks to 30 days and fees allowed physicians in compensation cases are increased from $25 to $100. All distinctions between minor and major operations are removed. A new feature is in the addition of hospital service for 30 days with a maximum charge of $100.

The North Dakota State Federation of Labor Convention has voted to join hands on the political field with North Dakota farmers. The resolution includes the right to organize, eight-hour day and minimum wage, equal rights of men and women, democratization of education by free text books and better administration, State insurance for all workers, payment of war debts by heavy taxation, especially on incomes and inheritances, public ownership of all public utilities, reaffirmation of the right of free speech and free assemblage, labor representation in government and labor representation in international conferences.

The preferential union system in the cloak and suit industry in New York has practically disappeared before 100 per cent. unionism, says President Schlesinger of the International Ladies' Garment Workers' Union. The preferential union system was established several years ago and was widely proclaimed by those elements who would compromise their opposition to the union shop. The system provides that trade unionists shall be given the preference in employment. "It has been in vogue," says President Schlesinger, "in this city for a number of years, but partly through our recent trade union agreement and partly through the general growth of strong union sentiment it has been practically done away with."

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Abolin, K.
Abrahamson, John
Aheson, F.
Akkoson, Erik
Akerstrom, O. R.
Akerson, Adolf
Andersen, Rasmus
Albertsen, Hans
Albrigtsen, G.
Andersson, F.
Andersson, S.
Andersen, Albert H.
Antonsen, A. G.
Anderssen, Gustof
Anderson, Julius
Anderson, J. E.
Andreassen, Olof
Anderson, John N.
Anderson, John
Anderson, Harry
Andersson, W.
Anderson, Rasmus
Alton, Nester
Axdal, O. S.
Aune, Edward

Bogley, F.
Bassen, G.
Bakby, Chris
Ballah, Lee
Berg, Wm.
Berg, John
Bergvist, Axel
Bendixon, Hans
Berglin, Ivor
Bodie, Wm.
Borgen, Arne
Bolstad, A.
Bloomgren, A.
Blendheim, A.
Birkland, Hans J.
Bratt, F. H.
Brown, John J.
Bruce, Albert
Bund, Nils
Burns, C. L.
Burgess, J. W.
Bjorseth, K.

Carlson, Gust
Carruthers, M.
Carlson, Eric
Carlson, Carl A.
Casperson, Carl
Carlson, Gustaf A.
Corstensen, C.
Carlson, Chas. H.
Camino, C. C.
Carlson, Oscar
Carlson, Martin
Cartvell, Carl C.
Christensen, K.
Christoffersen, H.
Chester, E.
Christensen, O.
Cristopher, F.
Chester, E.
Corron, G.
Comstedt, E.

Dahl, P.
Danielsen, O.
Dahl, John
Davies, Harold
Dehler, Fred
Dunn, W. G.
Douglas, W.
Dreyer, T.
Dulland, C.
Dutton, H.
Dunn, C. O.

Edston, F.
Edwordsen, John
Erikson, Einar
Ekstrom, G.
Eriksen, John
Eriksen, Otto
Engberg, O.
Ersner, I.
Erikson, Erik
Erikson, Nils
Ericson, E. R.
Ekdahl, F.
Ekendahl, W.
Enoksen, A.
Ellingsen, E.
Elstad, J.
Elize, Karl
Elling, A.

Fagersvedt, O.
Forsvaag, C.
Feidji, J. A.
Fuidge, E. W.
Flotten, J. G.
Flemming, M.
Franson, O.
Franzell, A.
Frynell, N. W.
Frederiksen, J.

Gabrielsen, P.
Gittler, Karl
Gibson, Geo.
Gibson, Wm.
Grau, Aksel
Granroos, E.
Greiphan, P.
Gusjaas, O.
Gustafson, T.
Gulfeldt, A.

Hansen, Olaf
Hansen, A.
Hasvold, Paul
Halst, H.
Hansen, John
Hansen, Jorgen
Hansen, G. E.
Haltness, M.
Holseth, Ed.
Hanson, Peter
Haraldson, John
Hendricksen, H.
Herlitz, Ivar
Hernes, C.
Iversen, A.
Henricksen, E.
Helvik, F.
Herring, A.
Hill, F.
Holmberg, E.
Howard, Geo. W.
Holland, J.
Holstrom, O.
Holst, H.
Hope, M.
Holm, A.
Holmquist, E.
Huber, C. L.

Jacobsen, Johan
Janson, E. A.
Jacobsen, K. -2127
Jensen, H.
Jensen, C.
Jensen, P.
Jensen, N.
Johnson, E.
Johnson, H.
Johnson, Knut
Johansen, C. -2097
Johanson, Jakob
Johnson, A. W.
Ingelbretsen, O.
Jonas, A. H.
Johansen, Karl
Johnson, Oscar
Johnson, A.
Johansen, Knut
Johnsen, Adler
Johnsen, Angell
Johnson, Peter M.
Johansson, Charles
Johanson, Adolf
Johnson, John
Julius, P.

Karlsen, O.
Kaleva, J.
Kasti, H.
Korsama, N. J.
Karlson, G. A.
Karlstrand, G.
Karlsson, E.
Keeney, F.
Koppen, Olaf
Kipper, H.
Klintberg, S.
Kristensen, K.
Knudsen, A. J.
Kroon, A. W.
Kristiansen, J. A.
Kurkanen, E.

Larsen, C. A.
Lutzen, W.
Lampee, F.
Lui, T.
Larsen, Nils
Larsen, Arne
Larson, G.
Larsen, H.
Larsen, Hans
Larsen, Ludwig
Larsen, E. G.
Leeuwan, A. V.
Lesse, C.
Lee, C. A.
Lidsten, C.
Ligoski, J.
Levine, B.
Licht, P.
Loken, C.
Loventz, B.
Lux, C.
Leiravaag, H. J.
Lund, E.

Morken, M. L.
Magnusson, L.
Martinsen, I.
Mattsson, H.
Mardison, A.
Mangsted. J.
Malone, B.
Martinson, H.
McPherson, J.
McGuire, J.
McLeod, A.
McGregor, J.
McLeod, John
McPherson, R.
McCoy, J.
McDonald, Wm.
McDonough, E.
Mekelson, C.
Melder, A.
Miller, F.
Mikkelsen, K. -1620
Miller, A. M.
Miettener, J.
Michelsen, H.
Mickelsson, E.
Morrison, W.
Mortensen, K.
Moor, T.

Ness, J.
Ness, H.
Nelson, Geo.
Newman, J.
Nelson, Axel W.
Nelson, Carl
Nellsen, George
Nelson, Nils H.
Nimen, August
Nilsen, Hans L.
Nilsen, Andros
Nurhoven, E.
Nord, C. W.
Nordfeldt, T. F.
Noven, Berent
Nyman, John E.

Oberg, Joe
Ohlson, B. -597
Olsen, Ole
Olsen, Albert
Olsen, Ferdinand
Olson, John
Olsen, Hjalmar
Olsen, Herman
Olsson, John H.
Olsen, Emanuel
Olson, E.
Olsen, Ole D.
Olsen, Nic
Olnes, L.
Otterspeer, Wm.

Plantiko, W.
Ponchek, C.
Pallisen, K.
Petterson, Herman
Peterson, P.
Pederson, Halvor
Pelta, H.
Permin, J. C.
Peters, F.
Petterson, Adolf
Pettersen, P.
Pearson, Gustav
Pestoff, S.
Pedersen, Carl
Pederson, P.
Pederson, Karl
Petteson, Oscar
Pepione, Joseph
Powell, Hamilton
Punis, Anthony

Rasmusson, Christ
Reinhold, G.
Replinca, A.
Ringdal, O.
Ring, W.
Rosenthal, W. J.
Roon, O.
Ronning, H. G.
Runnquist, G.

Sandberg, Otto
Sabanes, P. T.
Salo, John
Sears, G. L.
Selen, Gustof
Sebjohnson, S.
Schwarzicus, W.
Shoberg, Johan
Sorger, E.
Solwer, B. M.
Solberg, Olaf
Simmons, John
Simonsen, H.
Smeland, E.
Stolzerman, E.
Strand, C.
Stentez, R.
Stiffler, Ray
Swanson, Chas. I.
Swanson, William
Swanson, John
Sundby, Emil
Svendsen, John A.
Sverdrup, T.
Sunde, K. A.

Taiu, John J.
Tupper, A. E.
Tangerwos, Ole
Toyra, A.
Tuorilla, J.
Tornquist, H.
Tonneson, A.
Torgersen, Ed.
Tyrrell, J.
Torvig, O.
Thorsen, Herman
Thorson, Victor
Thorn, Arvid
Thorsen, Hans
Thomas, J. E.
Thorsen, Carl
Troverson, Louis

Voigt, Arthur
Wadham, C.
Wallgren, F.
Wall, W.
Weld, L. A.
Westergren, W.
Ween, O.
Yansen, Emil
Yorkwell, Anton
Vesgaard, Hans
Williams, John
Williams, T. C.
Wirta, George
Wiger, J.
Wilson, Gus
Weiner, Fred
Wullum, J.
Zelink, Arthur M.

Aberdeen, Wash , Letter List

Anderson, Andrew
Andersen, Olaf
Augustin, H.
Barnard, O. W.
Barrot, G.
Bengtson, S.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Carlson, Osc.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Jansson, Stefan
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johanson, Stefan
Johannessen, Alf.
Johannessen, Jonas
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Malmberg, E.
Martinson, Adolph
Meiners, Herman
Miller, F. W.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olesen, W.
Olsen, J. C.
Olson, A.
Olson, W.
Olsen, Alf
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Smyth, J. B.
Soderlund, Uno
Statt, Axel
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

Will any of the crew of the barkentine "Thos. P. Emigh" who were on her at the time Jacob Olsen was hurt by being thrown over the wheel on or about October 27, 1918, please call on or communicate with F. R. Wall, 324 Merchants' Exchange Bldg., San Francisco, Calif. Telephone, Sutter 5807. 6-18-19

The widow of Otto Kivi, who fell overboard on the S. S. "Carlos" between San Francisco and Aberdeen, May 30, 1919, wants to know the names of the crew on the ship. Kindly assist his widow by giving this information to S. T. Hogevoll, attorney for the widow, 627 Pacific Building, San Francisco. 6-11-19

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INFORMATION WANTED.

Members of the crew of the "John A. Kirby," who have not already filed their claims, should communicate with the undersigned. I have made arrangements to file claims for families of seamen and officers who were lost by submarine activities during the war; also for seamen who were injured by torpedoes, etc., or who were taken into Germany as prisoners. Such persons should communicate with me at earliest convenience in order to have their claims filed with the State Department. Silas B. Axtell, One Broadway, New York. 7-23-19

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Portland, Or., Letter List

Anderson, Albert
Anderson, C.
Ahren, Wm. J.
Aimer, Robert
Backman, Peter W.
Bjork, Rudolf -2206
Bohm, Franz
Christensen, H. P.
Cunningham, G. F.
Dahl, Louis
Doehring, Otto
Duret, J. E.
Eikland, Ole
Ellegaard, M.
Elliot, Austin A.
Guildersen, W. E.
Geiger, Joe
Graaf, John D.
Hanson, August -1134
Harding, Ellis
Hartman, Fritz
Hatland, A.
Hauschild, B.
Henriksen, Geo.
Hogstrom, Karl I.
Huber, C. L.
Johansson, Charles -2407
Jorgenson, Earl
Jensen, H. T.
Jespersen, Martin
Johnson, C. A.
Jordan, H. S.
Kase, A.
Kaskinen, Albert
King, J. A.
Knofsky, E. W.
Kristiansen, Wm. A.
Laatzen, Hugo
Larsen, C. J.
Larsen, Hans
Larson, C. -1632
Lehtinen, Armas W.
Lindner, John
Melgant, F.
Miller, Harry
Mikkelsen, Harry
Murphy, Francis Leo
Newkirk, Clifford
Nordman, Alek
Nielsen, Jens
Nilsen, Chas.
Nielsen, W. -1000
Nelson, Harry
Ogilvie, Wm. A.
Ohlson, J. A.
Olson, John
Olson, Chas.
Pope, Herbert
Paulsson, Herman
Petersen, Anton -1675
Petesen, Knut
Petter, G.
Rensmand, Robert
Ringdahl, Ole
Ross, Geo.
Ruisgaard, Soren
Ruud, Ole H.
Samuelsen, S.
Sandstrom, Olaf
Schmeltning, Max M.
Schroder, August
Sibley, Milton
Siebert, Gust
Swenson, C. E.
Thompson, Walter
Thoresen, Ingwald
Tuhkanen, Johan J.
Wold, Frank
Wood, E. E.
Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.
Hanson, August -1134
Holmstrom, Carl A.
Houge, Anion
Johnson, Pett
Johnson, Pontus
Kennedy, James Rea -1287 (package)
Kennedy, James Rea
Magall, Michael
Martinson, Adolp
Martinsson, E.
Meyer, Karl
Nielsen, Alf. W. -1054
Person, Fritz
Petterson, C. H.
Sevpried, M. -2962
Swansen, Carl

San Pedro Letter List

Aagard, Anfin
Aalto, Harry
Altman, E.
Anderson, Gust
Annes, Robert
Ako, Jack
Anderson, Sven
Anderson, Frank
Amundsen, Pete
Andree, E. A.
Baggs, H. L.
Billington, I. A.
Bergh, B.
Berglund, E. J.
Bernsson, Berger
Brown, Parry
Brandes, W. M.
Bruce, Albert
Breien, Hans
Carier, Peter
Corregsona, Vincent
Craig, Thomas
Davis, Orville
De Nord, J.
Larsen, Martin
Lato, Ely
Lagerwold, M.
Lechemus, Bill
Lindholm, Chas.
Lindstrom, J. A.
Linden, Chas.
Middling, J. M.
Malmberg, Ellis
Mamers, Chas.
Martinsen, George
Magnusen, Karl
Monterro, John
Nelson, Harry
Ole, Olesen
Olsen, O. W.
Olsen, Martin
Olsen, Nick
Osterhaff, Henry
Petz, Fritz
Petersen, Hugo
Peters, Joseph
Raaum, Henry
Ragmund, Frank

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

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Evensen, Ed.
Exlesan, Herman
Falvig, John
Forsman, Nils
Fraser, Alexander
Fickle, Omer
Granthal, Arthur
Graners, Gust
Gunnerud Torvald
Grundwald, Alvis
Grassen, Yan
Greenwald, John E.
Hansen, Olaf
Halmstrom, F.
Haeik, A.
Hagberg, Aksel J.
Holm, Nils W.
Hyon, L.
Johannsen, Fred
Johannson, N. A.
Johanson, John
Johanson, Fritz
Johanson, J. A.
Johansen, Carl
Jones, Erest L.
Johnson, J. E.
Johnson, George
Jonasen, J.
Jensen, Jens
Larsen, Johan -1542
Raytke, Otto
Roed, H.
Roed, L. A.
Rosenblad, Billy
Rosenthal, Walter
Samson, Louis
Scurankesken, Merinius
Skogberg, J.
Smeborg, Olaf B.
Smith, Emil
Stolzerman, E.
Stratten, M.
Sanders, Chas.
Swanson, Ben
Sheild, Oscar
Thompson, Alex.
Thompson, Maurice
Thorntund, J. N.
Tiller, Edw.
Thoren, E. A.
Toivonen, F.
Tysk, J. H.
Vizcarra, Oscar
Wrigg, F.
Wilhalmson, Karl
Wahi, J.
Wiklund, T. J.
Wichman, Carl H.
Yeaman, W. E.
Zunderer, Heo

INFORMATION WANTED.

I am representing most of the crew of the S. S. "J. E. O'Neil," in the matter of their claim for salvage services rendered to the steamship "Oregon" on or about January 19, 1918, about 300 miles off Honolulu. The following awards were made to the vessels which assisted in the salvage operations: Steamship "Lurline," her master, officers and crew, $18,000; steamship "President," her master, officers and crew, $1750; steamship "J. E. O'Neil," her master, officers and crew, $6872. One-quarter of the $6872 was allowed to the master, officers and crew of the "J. E. O'Neil." All those members of the crew who have not yet filed their claims should do so at once in order that the claims of the entire crew will be presented at the same time. Silas B. Axtell, One Broadway, New York. 7-9-19

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City.

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

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Home News

Arthur Brisbane, editor of the New York Evening Journal and the Washington Times, has arranged to purchase an interest in the Newark Morning Ledger and the Newark Evening Ledger.

The Bureau of Naturalization announces that over one hundred and seventy-five thousand alien soldiers in the United States army have applied for citizenship under the Soldiers' Naturalization Act of May 9, 1918.

There are 17,549,324 Catholics in the forty-eight States of the Union, according to the 1919 edition of "The Official Catholic Directory." This shows a net increase of 133,021 in the number of Catholics over the preceding year. Only nine dioceses show decreases.

John Hartfield, a negro of Ellisville, Miss., having confessed assault on a young woman, was hanged to a tree and burned to ashes in the presence of the young woman who identified him. The authorities of the place described the lynching as "orderly."

A report by the Commissioner of Conservation of Canada states that the available supply of lignite and coal in Canada amounts to 781,158,000,000 metric tons. At the present rate of consumption this is sufficient to supply the world for several centuries.

The Georgia Senate has refused to ratify the Federal Woman Suffrage Amendment. This is the first State failing to ratify. To date the following States have favored the amendment: Illinois, Wisconsin, Michigan, Kansas, New York, Ohio, Pennsylvania, Massachusetts, Texas, Iowa and Missouri.

Henry Ford has asked Secretary Glass to send an expert to examine the books of the Ford Motor Company to determine the amount of Mr. Ford's share of the profits on war contracts which he desires to return to the Government. Commissioner Roper instructed the Detroit branch of the Internal Revenue Bureau to supply Mr. Ford with expert assistance.

"For wanton degeneracy, depravity and viciousness, the Sissonville road prison camp, located 11 miles from the capitol building of the State of West Virginia and the Kanawha county courthouse, is the most horrible example that ever disgraced a civilized country," writes Frank W. Snyder, editor of the West Virginia Federationist. These prisoners are working out fines and jail sentences for minor offenses against the peace and dignity of the State.

Sales of surplus war material by the War Department during one week of June amounted to $11,535,490.25. The sales ranged from fifty cents for a remnant of canvas to $8,364,811 realized from stocks of wool sold at public auction in Boston. From January 1 to June 13 sales of surplus war stocks netted $300,157,563.68, which was 84 per cent. of the original cost of the material to the Government.

The War Department is offering for sale 17,000,000 yards of cartridge cloth, which can be processed and used as silk fabrics, suitable for dress goods, suitings, tapestries and other uses requiring a silk texture of heavy warp. The ordnance program, based on the needs of the army overseas, called for six million yards of silk per month. There was a three months' supply on hand at the signing of the armistice.

Domestic and Naval

The schooner "Singleton Palmer," Port Natal, for La Plata, towed to Montevideo leaking, is owned by the France & Canada S. S. Corp., New York. She is of 2,357 tons and was built in 1904.

The schooner "Gabriella," reported lost at sea on a voyage from Mobile to Oporto, was laden with staves and timber; she was of 420 tons and was built at Biloxi, Miss., in 1919.

The British Steamer "Francia," 1,166 tons gross, 688 net, carries about 1,650 tons deadweight, built at Sunderland in 1915, and owned by Mr. C. Dorsea, London, has been sold to the Monroe Shipping Co., Ltd. (Messrs. Monroe Bros.), Cardiff, for about £61,000.

The British steamer "Trojan," ex "Inchborva," 4,917 tons gross, 2,573 net, carries about 6,860 tons deadweight, built at Sunderland in 1905, S. S. No. 3 in 1917, and owned by the S. S. "Trojan" Co., Ltd., (Mr. E. C. Thin), Liverpool, is reported sold to Cardiff owners for about £115,000.

The Cunard Steamship Company, Limited, Liverpool, have acquired the following steamers owned by Messrs. Gow, Harrison & Co., Limited, Glasgow: "Virgilia," 5597 tons gross, 3619 net, built at Port Glasgow in 1918; "Verdun," 5691 tons gross, 3613 net, built at Port Glasgow in 1917; and "Valverda," 5680 tons gross, 3613 net, built at Port Glasgow in 1918.

Cornelius Vanderbilt, Jr., formerly Private Vanderbilt of the Twenty-seventh division, will take his place this summer beside other yachtsmen who will take up yacht racing where it dropped when the United States entered the war. Before he entered the army with his father, Brigadier General Vanderbilt, he was a leader among the younger yachtsmen in Newport harbor. This year he will sail his sloop, the "Comet," which has not been in commission since 1916. He will race her at the American Yacht Club at Rye, N. Y.; at New Rochelle, at the Larchmont Club and at the Indian Harbor Yacht Club's regatta. He himself will command her, having only one man on board to assist him.

The Emergency Fleet Corporation is now building several sectional wooden dry docks of 10,000 tons lifting capacity. Some of hese docks will be allocated to the ports of Boston, New York and Philadelphia, and if suitable propositions are received from parties now engaged in or who contemplate engaging in the business of ship repairing. The policy is to sell these docks to responsible parties who can give assurances of ability to provide adequate working capital for completed ship repair plan operation of dry dock. The dry docks will be sold at cost, which will not exceed $850,000, for location at sites to be approved by the Shipyard Plants Division, upon installments to be paid semi-annually, with interest at the rate of 6 per cent. per annum, covering a period of not to exceed 10 years. The sale contemplates that the purchaser have a side accessible to vessels requiring the use of $10,000-ton dry dock with sufficient water area to provide piers, berthing space for vessels and a dry dock site, together with a sufficient amount of upland to provide storage and an adequate repair plant.

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Assets	$60,509,192.14
Deposits	57,122,180.22
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,387,011.92
Employees' Pension Fund	306,852.44

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Adams, Christ
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Ahlfors, Arthur
Ahokas, I.
Aimer, M. Robert
Akerman, V.
Alfredsen, A.
Algren, W.
Alliar, W.
Aine, G.
Alto, Vaino
Andersen, Olaf
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin
Anderson, Geo.

Baak, M.
Bang, Anker
Barentse, J.
Barlow, P.
Barlow, R.
Battenberg, John
Beck, John A.
Benson, S. -986
Bensson, Helge
Berg, Harold
Berg, Harold
Berg, Sgfrid
Bergstrom, I. M.
Berseth, R. J.

Cameron, James
Cameron, James
Carlson, J. -861
Carlson, Gunnar
Carlson, E. S. -1769
Carisson, August
Catechis, L.
Chavez, Mariano
Christensen, Louie
Christensen, H. C.
Christensen, R. H.
Christensen, Christian
Christoffersen, G.
Christenson, Einar
Clark, Chas. R.

Dahlgren, W. A.
Dahlstrom, Sven
Darrah, K.
Davis, Jack
Deswert, W.
Devenay, Ed.
Dietrick, Henry
Dixon, John
Dolan, Mick

Eads, Joe
Edmonds, John
Edwardsen, Ole
Einartsen, Hans
Ellison, Sam
Elo, Frank
Engstrom, Ben
Engelbregtsen, C.
Enstrom, C. M.
Erickson, A.

Fahey, Michael H.
Farevaag, C.
Feinberg, Max
Ferguson, E. A.
Fernandez, G. L.
Fernstrom, Fred

Gabrielsen, E.
Gill, Ivar
Gilmore, A.
Goodmans, G.
Graham, W. F.
Graham, Eric
Greenfield, W. J.

Hakala, J.
Hakala, Paavo
Halley, W.
Hallenberg, G. O.
Hanson, Carl
Halvorsen, Erling
Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hannesen, K. J.
Hansen, J. -2354
Hansen, J.
Hansen, H. M.
Hansen, M. -968
Hansen, R.
Hanson, Kay S.
Hanson, Frank

Anderson, R.
Anderson, Andrew
Anderson, Edw.
Anderson, Martin A.
Andersson, Chaheles
Anderson, A. -2031
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderssen, Hans C.
Andersson, J. -1246
Andree, Alfred
Angelback, Geo.
Antonsen, Arthur
Arentsen, G. T.
Aro, Kalle
Asberg, Chas.
Augustine, Anth.
Aune, Edw.
Axelsen, H.

Bjorklund, Eric
Bjurlund, N.
Bock, Jimmy
Borgesen, L.
Bos, J. -2330
Bosshard, Henry
Brady, B.
Bratt, W.
Brevick, Johan
Brown, Parry
Bunting, A.
Burnsey, C.
Bursett, B.
Bye, Alf.

Clemensen, Rasmus
Cliffe, Louis
Clingan, Paul
Clausen, Louis
Coleman, W.
Colville, Geo.
Conigan, R. B.
Connors, W. C.
Corneliusen, M.
Correro, T. R.
Corrigan, R.
Corron, G. R.
Cowell, E. W.
Crawford, T. A.
Craig, Thos.
Crowley, Fred

Dolan, Chas.
Dommelen, G.
Douglas, Sam
Drage, John
Dreyer, Jack O.
Dumas, C.
Dunn, W.
Dwyer, E. J.

Erickson, John
Erikson, Chas.
Eriksen, Ole
Erikson, Gustaf E.
Ertman, E.
Eskelinen, Erkki
Esplund, Fred
Essen, C. A.
Evensen, Martin

Figved, Sigurd
Flinkenberg, Uno
Forslund, Fred
Fredrikson, F. O
Frost, Peter

Gruntman, H.
Grussman, G. A.
Gundersen, N. F.
Gundersen, Ole
Gurman, K. -1215
Gundvaldsen, Ing.

Hauth, Karl
Hawkins, I.
Hicks, Jim
Heino, August
Helin, Paul
Helindahl, A. -1487
Heilberg, Olaf
Hellsten, G. -2168
Henrikson, V.
Hilli, Albert
Hobbs, F. A.
Hoffman, G. I.
Holland, Ola
Holmgren, G. J.
Holmgren, Carl
Howard, G. W.
Hubertz, E.

Hanson, August
Harbst, J. D.
Harlow, John

Jack, Pon
Jacobs, F.
Jacobsen, Jacob
Jaderholm, H.
Jansen, W. J. H.
Jansson, Hj.
Jansson, Frederik
Jansson, K. H.
Jensen, Henry
Jernberg, Alfred
Jewell, Albion
Johansen, Hans
Jonansen, C. -1593
Johnson, John
Johnson, John

Kaasik, Aug.
Kaholemoku, W.
Kalkman, J. S.
Kallberg, Arvid
Kane, John
Karlgren, Gust
Karlsen, Martin
Kasper, Walmar
Kasperson, E.
Katehes, Constantino
Kennedy, John
Kennedy, J. R.
Kinamon, Jack
Kinghorn, Frank
Kiyanno, F. W. E.
Kirkham, Geo.
Kjellander, Ben

Laine, J. E.
Lamberg, H.
Langworthy, E. C.
Landrigan, W.
Larsen, Kaare
Larsen, L. H.
Larsen, K. -1560
Larsen, J. -2012
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larson, Allen
Laugsen, Ola
Leathers, L. E.
Lefter, John A.
Lehtonen, J. O.
Leirevaag, H. -2213
Leskinen, John

Machado, F. A.
Mahler, Hans
Maldonado, A.
Martin, John
Marcqwardt, C. -2106
Markus, B.
Mathis, H.
Matheson, A. -2245
McCallum, Chas.
Michelson, John
McNeill, S. R.
Melander G. L.
Mescall, Matt
Mettson, Carl
Meza, Leonardo

Neindorff, F. R.
Nelsen, Rangvald
Nelson, A. W.
Nelson, A. M.
Neuman, Alfred

Hartwig, W.
Hauptman, Fritz
Hunter, E. A.

Johanson, Arvo
Johansson, E. -2715
Johnson, A. -2050
Johnson, A. B.
Johnson, T. A.
Johnson, Frank
Johnson, Matt
Johnson, Norman
Johnston, Leslie
Johndahl, H. C.
Johnston, James
Jonsen, H. -2213
Jorgensen, H. F.
Jorgensen, Jorgen

Kjellberg, A. C.
Klink, Alfred
Kive, K.
Kivekas, John
Knappe, A.
Knechtman, W.
Knudsen, Hans
Knutsen, Karl
Kolustow, A.
Koolstra, S.
Krishjan, K. W.
Krisjan, A. W.
Kristensen, A. -1095
Kristiansen, Nils
Kristoffersen, G.
Kristoffersen, A. B.
Kulbom, Oskar

Lewis, Wm.
Liesen, W.
Lillegren, Douglas
Lindblad, L. Gust.
Lindhjem, A. L. H. -1779
Lindner, J.
Ljung, Gus.
Loberg, Bror
Locke, A.
Lofgren, R.
Long, Karl
Loughrey, C. W.
Lund, F. -2010
Lund, H. K.
Lundberg, A. E.
Lundberg, Oskar
Lundkvist, Frans
Lundroth, Edvin
Lydersen, Peder

Mikkelsen, Olaf
Miller, William
Miller, Gerald
Miller, John
Moller, Fritz
Moller, G. H.
Morisse, Henry
Morris, O. R.
Morrison, Ph.
Mortinsen, Geo.
Mortensen, -2191
Mottemeyer, J.
Mullins, John
Munch, Hugo
Murmi, Victor

Nilson, Christ
Noblance, Louis
Nord, Chas.
Nordback, Hj.
Nordenberg, Alfred

Nillsen, Jens
Nilsen, J. -1481

Ohlsson, O. -1060
Olaffson, Melch
Olafsen, O. B.
Olmheim, John
Olsen, Arthur
Olsen, Peter
Olsen, Ferdinand

Pedersen, C. -1286
Pehkola, Ed.
Pendlebury, Tom
Perdok, A. -1861
Perks, Fred
Perkins, J. W.
Persson, Edw.
Persson, O. W.
Peters, Joseph M.
Peters, Chas.
Peterson, L. -1389
Peterson, Eugene
Peterson, F. A.
Petersen, Harry

Rasmussen, Emil
Redinger, M.
Reiesgord, H.
Renrall, A.
Renstrom, Axel
Rick, A. -281
Ringdal, Ola
Roberts, Alberts H.
Rockower, Max

Saalma, Joseph
Saarinen, K. K.
Salberta, Juan
Salminen, J. A.
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Samuelsson, W. L.
Samulsson, E. -2888
Sandel, F. S.
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Simonsen, Sigvard
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Souza, Louis

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Taimi, V.
Tammola, Vaino
Tandberg, Einar
Tanum, H. -973
Tarkan, T.
Thom, Ed.

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Van Helden, Harry
Veenbrink
Videhof, John

Wagner, R. H.
Wallenstrand
Wank, R. J.
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Weijola, Arturi
Werkhoven, G. A.
Werner, C. J
Westerlund, Albert
Wheeler, Geo.

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Nordling, S. B.
Nyman, Oskar

Olsen, Robert M.
Olsen, H. J.
Olson, A. W.
Olsson, Axel
Olsson, C. O.
Oseberg, Ansgar
Overwick, Th.

Peterson, O. -1551
Pettersen, Higbert
Pettibone, G. W.
Pilkinton, Homer
Piironen, Mikko
Pinnto, H. I.
Pope, H.
Powell, Hamilton
Powell, Patrick
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Prinz, Carl
Prunn, John
Pulkkan, W.
Pulver, W. F.

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Roon, Andreas
Rost, John
Ruckmich, Anton
Rundell, W.
Rundstrom, Albert
Rytko, Otto
Ryan, Patrick

Sorensen, J. H.
Sorensen, N. -2447
Sowich, B.
Stahl, Chas.
Stange, A. -2063
Stewart, Nell
Stenslof, E.
Stimpson, V. B.
Strandberg, E.
Strasdin, H.
Strauss, W.
Strom, Fred
Sund, Aleks
Sund, Alex
Sutse, Mich.
Sundberg, F. F.
Svensen, Anker
Svensen, E. -2675
Svensson, E. A.
Swansen, Fred
Swanson, J. -2907
Swanson, H.
Swanson, Oscar
Swanson, S.
Sweeney, D.
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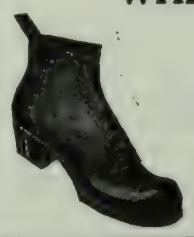

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SAN FRANCISCO

News from Abroad

An exhibition has been arranged at the Zoological Gardens in London to illustrate the damage done by rats and the best methods of destroying them.

La Francaise tells of the substitution in the occupied districts of France of mayoresses for mayors led away to captivity in Germany. The justice, judgment and courage of these women have received frequent commendation. Many were clerks or secretaries in the mayor's office before the war and so started with a knowledge of the work.

The Japan peace delegation today issued a categorical denial of a statement appearing in a newspaper printed in English and French to the effect that Japan and Germany had arranged a secret alliance, aimed eventually to include Russia, and that only the overthrow of the Hohenzollerns and the arrival of the armistice prevented its signature. The delegation says the story was of German origin, revamped for the moment of the signing of peace to discredit Japan and poison the public mind against her.

Under the Bolshevist nationalization of Russian insurance the highest amount for which a policy may be issued is R. 20,000, and not more than one policy may be issued in regard to one cargo, article or property. For example, a cargo of timber valued at R. 1,000,000 may not be insured for more than R. 20,000. The nationalization scheme has been carried through, and the "Rossia" and "Petrograd" companies have now become the Government insurance offices. The companies have refused to recognize the nationalization but have no effective means of opposition. Reinsurance with English and Scandinavian companies is permitted.

The German Shipbuilding Company, Joh. C. Tecklenborg A. G. Schiffswerft u. Maschinen fabrik, Geestemunde, pays a dividend of 10 per cent for 1918 (compared with 12½ per cent. in 1917). In addition, a special bonus is declared of 500 marks in 5 per cent. war loan, for each two shares. The yard delivered during the year 34 mine sweepers ranging from 525 to 700 tons and from 1,600 to 700 h. p., as well as a number of U-boats and conversions. The report claims that the motor-auxiliary "Seeadler" (converted from a three-master) broke the blockade and reached the Pacific, and that the famous "Moewe" was built in the Tecklenborg yard as the "Pungo" for F. Laeiscz (Hamburg).

Accompanying the estimates submitted to the House of Commons on account of the British Ministry of Shipping, is a report stating that just before the war the British tonnage for ships over 500 tons was 18,500,000. On January 1, 1917, it was 17,250,000. At the time of the Armistice it was just over 15,000,000. The greatest strain on the Ministry came during the German offensive in March, 1918, when it was necessary to dispatch all possible reinforcements to France. In 1918, France had the equivalent of over 1,000,000 tons of British shipping in her service and 43 per cent. of the total imports into France were carried in British bottoms. Italy had the equivalent of 750,000 tons of British shipping, and 49 percent. of her total imports were carried in British ships.

With the Wits

"How do you like your new minister?" "Very well. But then I hardly know him well enough as yet to find fault with him.—Detroit Free Press.

Slum Child—She died through eatin' a tupenny ice on the top of 'ot pudden'.

The Other Slum Child—Lor'! Wot a jolly death!—Royal.

"It's a good thing Wilson visited Italy when he did."

"Yes. If he went there now, it would be almost as bad as getting back home."—Life.

"Jack may escape after all. The young widow says he is clever, but impossible."

"If the young widow has found him impossible he must be clever."—Boston Transcript.

"Hey, wotcher doing? Stealing a ride?"

"Ain't the railroads being run by the Government?" demanded the tramp.

"Yes."

"Then stealing a ride is merely a political crime, and political crimes don't go in this kentry."—Kansas City Journal.

"I should hate to have a husband who argued. I shall try to marry a lawyer."

"Why, yawyers are the very men who argue."

"But not without a fee."—Dallas News.

Mrs. Newbride—When you found that you couldn't accept the invitation to our wedding why didn't you send your regrets?

Miss Ryval—Oh, I thought you'd have enough of your own pretty soon, dear.—Kansas City Star.

"Is the professor in?" she asked, entering the door of a courtroom by mistake.

"What professor?" asked the gruff attendant.

"The professor of music, of course. I've come to have my voice tried."

"Well, you'd better not have it tried here, ma'am. This is a court of justice."—Yonkers Statesman.

"Versatile?" said the genius friend, musingly.

"Yes, on the whole I think I should call Jones versatile. He's the sort of man who, if he were a piece of furniture, would be one of those bookcases that turn into a folding bed at night."—New York Globe.

"The duchess says she doesn't know much about America."

"That's natural. She was born and raised in New York."—Louisville Courier-Journal.

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Consular Building, Corner Washington and Battery Streets, Opposite New Custom House, San Francisco, Cal.

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THE SEAMEN'S JOURNAL

FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 47. SAN FRANCISCO, WEDNESDAY, JULY 30, 1919. Whole No. 2549.

SEAMEN'S LANGUAGE TEXT

Text and Definition of the New Regulation Just Issued

The stipulation in Section 13 of the Seamen's Act that no vessel over 100 tons gross may leave a port of the United States unless 75 per cent. of her crew in all departments are able to understand any order given by the officers is one of the most important contained in the Act. Its plain intent is, of course, to safeguard the lives of those on board. The imperative necessity for some such law to apply to crews of passenger ships can not very well be over-emphasized.

Unfortunately the Department of Commerce has in the past construed the language of the provision in question in such a way as to leave it open to various and widely differing interpretations. The Journal is much gratified, therefore, to be able to publish herewith a new ruling on the subject by the Department that removes much of the obscurity in which it has hitherto been shrouded.

The text and definition of the Department's new regulation follows:

The Department of Commerce has issued a new regulation on the subject of the language test of the Seamen's Act. Department Circular No. 265, second edition, reads as follows:

"Section 13 of the Seamen's Act of March 4, 1915, in part, provides as follows:

"No vessel of one hundred tons gross and upward, except those navigating rivers exclusively and the smaller inland lakes and except as provided in section one of this Act, shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which, in each department thereof, are able to understand any order given by the officers of such vessel, * * *

"The collector of customs may, upon his own motion, and shall, upon the sworn information of any reputable citizen of the United States setting forth that this section is not being complied with, cause a muster of the crew of any vessel to be made to determine the fact; and no clearance shall be given to any vessel failing to comply with the provisions of this section: * * *

"This section will take effect as to vessels of the United States on November 4, 1915, and as to all foreign vessels on March 4, 1916.

"The Department construes the words 'able to understand any order given by the officers of such vessel' to mean any orders that may be given to members of the crew in each department when directing the performance of their duties.

"The Department does not construe the above section as requiring the use of any particular language on the part of the officers and crew of any vessel. Any language which is understood by both the officers and the proper proportion of the crew will comply with the law. It must clearly be understood, therefore, that the section can not be construed as requiring an English-speaking crew. For example, on a French vessel the French language, if spoken by the officers and if understood by the proper proportion of the crew, would suffice. The same would be true of Spanish on a Spanish vessel, of German on a German vessel. Therefore, no specific language is required but only that whatever language is used it shall be understood as the law requires.

"The Department also construes the section as meaning only such orders as may be given to members of the crew in each department of the vessel in the course of the performance of their several duties. Among these duties, however, should be included lifeboat work or emergency work. The Department would not consider it a proper construction of the section to require, for example, that a waiter should understand orders normal to the engine-room force or that a stoker should understand orders which related solely to the work of a deck hand or seaman. In the cases, however, of a waiter, a stoker, a seaman, or other employee on the vessel who was assigned to do emergency or lifeboat work it would be a proper construction of the section to require him to understand orders for such emergency or lifeboat service.

"The Department construes the section to mean that a demonstration in the presence of the customs collector or his deputy by the proper proportion of the crew in executing the actual orders of an officer would be a sufficient proof of compliance with the law. The orders should be given by the officers, but the customs collector or his authorized official representative, though not empowered by the law to personally issue the orders, may very properly direct the officers to give such orders as he may deem necessary to determine the ability of a proper percentage of the crew to understand the orders given.

"The muster of the crew for which the law provides shall take place at such reasonable times and occasions as will determine the facts sufficiently in advance of the time fixed for the sailing of the vessel to permit the engaging of such new members of the crew as may be necessary in time for the vessel to sail without delay. As the law requires the application for muster to be made at least six hours before the vessel departs or is scheduled to depart, thus indicating an intent not unduly to delay the sailing of vessels, the muster must be conducted with such promptness and expedition as to constitute full compliance with this manifest purpose of the law. Whenever the language test applied at the muster results in the rejection of any member of the crew and the substitution of another seaman in his place at such time as to render it impracticable for a second muster to be requested in the manner specified in this section, then and in that case it shall be the duty of the customs collector to see that any seaman signed on the articles of the ship to take the place of the rejected man is capable of passing such test. The Department understands the law to require the safeguarding of the vessel through the language test by such means at such times and in such a manner as shall be helpful and not hurtful to our maritime commerce and that it is in no sense intended to be used to create embarrassment or to cause unnecessary expense or delay."

The changes contained in the foregoing consist chiefly in the phraseology, but are nevertheless important and make clear some points which were left in doubt under the former regulation, issued shortly before the Seamen's Act became effective.

Originally the words "able to understand any order given by the officers of such vessel" were construed to mean the "necessary" orders given to the crew "in the course of" their employment. The new regulation, by defining the words "able to understand," etc., to mean "any" orders given to th crew "when directing" the performance of their duties, broadens the scope of the regulation and makes its meaning clearer.

In the next paragraph the words "in sufficient measure" are omitted from the sentence which begins: "Any language which is understood," etc., thus removing the ground of dispute as to what constitutes "sufficient measure."

In the next paragraph two changes of a similar character are made in the first sentence, and the provision that the ability to understand orders given in the performance of emergency work should be limited to "such members of the crew as may be called upon to perform those classes of work" is stricken out. The effect of this change is to make the requirement of the language test applicable to every member of the crew up to the limit of seventy-five per cent. That is to say, every member of the crew within the prescribed limit must be able to understand the orders given in the course of lifeboat and emergency work.

Two new provisions are contained in the last two paragraphs of the Circular. Briefly, these provisions require that the Collector of Customs may himself direct the ship's officers to give such orders as he may deem necessary to determine the ability of the crew to understand the language of the officers. This feature is designed to prevent "coaching" and "cramming" of the crew by the officers in order to make a showing of ability to understand orders.

The other new feature provides that where a seaman is rejected for inability to pass the language test and another man is shipped in his place, the Collector of Customs shall himself subject the latter to the language test in order to avoid delay in holding a second muster of the crew.

These changes are in line with the objections made by the seamen to the manner in which the language test was applied under the original regulation. If observed in good faith by the officials entrusted with responsibility for the enforcement of the law they will go far to make the language test a really effective measure for safeguarding life and property at sea.

PARTNERSHIP IN PRODUCTION.

(By Walter Macarthur.)

The present discontent in the labor world is a direct outgrowth of the war. It is based upon the fear that the conditions of labor may revert to the pre-war status and possibly reach an even lower level. The working men and women of the world are determined that, having contributed a full share to the war effort, they shall now receive a full share of the benefits to be expected from the great victory.

In the common expression, the world has been "made safe for democracy." By that expression we mean not only the democracy of the political world, but democracy in every sphere of activity. It still remains to make the world safe for democracy in the workshops of the nation. This idea has been formulated in the expression "partnership in production." In the past the nearest approach to the democratic control of industry has taken the form of collective bargaining. Much has been accomplished by that method. But after all, the collective bargain rested upon the idea of sole ownership of the material means of production by the so-called capitalist class. The idea of "partnership in production" rests upon a conception of joint interest in the business—not necessarily, nor even preferably, joint ownership in the ordinary sense, but a joining of the interests of labor and capital upon a basis of equality that will work out to the mutual advantage without reference to the question of ownership.

Nowadays the question that concerns us most is, not how or by whom a given piece of property or machinery is owned, but how and by whom it shall be operated. To paraphrase an old saying, let us share equally in the profits of production and we care not who owns the land and tools of production.

The future is full of promise of better time for all when the period of readjustment shall have been safely passed, as no doubt it will be. There is one danger in the situation. The world has been born anew, but there still remain those who from interest or temperament are unable to reconcile themselves to the new order of things. There lies the danger, and the only danger. There is, of course, no possibility that these elements will be able to permanently stem the tide of progress and re-introduce the "good old times." But they may prove strong enough to obstruct the natural and inevitable course of events, to dam up the stream, and thereby cause an overflow that may be destructive for the time being.

The reactionary tendency in certain quarters is more to be feared than any amount of radical agitation. In the present state of affairs the man who would, if he could, turn back to conditions existing before the war is the most dangerous agitator. Compared to him the Bolshevist is a harmless dreamer.

Organization, both among employees and employers, is the indispensable condition of industrial peace. Only by this means can the interests of both elements of the industrial world be assured of a fair share in the products of industry. Only upon such assurance can peace be secured and maintained.

Those who would deny to labor the right to organize and deal with its employers in a collective capacity, and those who, while conceding the right to organize "as a theory," still deny that right in practice, are the worst and most dangerous enemies of society in the present era. They are the real Bolshevists, the real anarchists.

Fortunately these elements are few in number and daily becoming beautifully less. Organization in the labor world is Truth. Truth is mighty, and must prevail. Organized labor is the stabilizing force, without which there can be neither order nor peace in the workaday world. Imagine a world in which labor is wholly unorganized and capital wholly organized and you have a world ruled by the law of the jungle.

But such imaginings are vain. As Order is nature's first law so Organization is man's first instinct. The future of society is secure so long, and only so long, as it shall rest upon the basis of well-ordered relations between labor and capital, which relations in turn rest upon the basis of organization upon both hands, not as a matter of theory, but as a matter of absolute right, of imperative necessity, and of universal application.

THE LION'S SHARE.

(By Arthur Ponsonby, Ex-M. P., British Parliament.)

Some months will yet elapse before the new frontiers are fixed and before the final division of the spoils of war is made. But we can see sufficiently clearly now that the British Empire is not going to come out a loser. . . .

. . . Let us make the sum in addition so far as we are concerned:

	Area in Square Miles
Egypt, formerly under Turkish suzerainty, becomes part of the British Empire	350,000
Cyprus, ditto	3,584
German S. W. Africa, mandate to be held by the Union of South Africa	322,450
German East Africa, mandate to be held by Great Britain	384,180
Togoland and Cameroons, to be divided between Great Britain and France. Total area 224,-830 (say half)	112,515
Samoa, mandate to be held by Australia	1,050
German New Guinea and Island South of Equator, mandate to be held by Australia	90,000
Syria and Palestine, yet to be decided	11,000
Mesopotamia, yet to be decided	143,250
Grand Total	1,417,929

To come out of a war which we entered for the disinterested motive of defending small nationalities with a net addition to our Empire of a million and a half square miles is not so bad. And we do it so quietly, so innocently, and so modestly. We do not not take the territory; it falls to us.—From Common Sense, London, May 24, 1919.

Oyster shells are being used extensively in the manufacture of Portland cement along the coast of the Gulf of Mexico.

LABOR IN CANADA.

The Eighth Annual Report on Labor Organization in Canada, containing statistics, etc., for the calendar year 1918, has been issued by the Department of Labor. The report indicates that there has been much activity in almost every line of operation, and that trade union membership in the Dominion has reached the highest point recorded since the Department commenced the publication of these annual reports in 1911, the total reported membership for all classes of labor bodies in Canada at the close of the year 1918 being 248,887. In all there are 2,274 local branch unions in the Dominion, 1,897 comprising 201,432 members, being affiliated with international organizations; 332 with 37,928 are connected with what are termed non-international bodies, and 45 having 9,527 are independent units. There was an increase of 195 international local branches during the year, and a membership gain of 36,536; the non-international organizations had an increase of 88 branches and 5,585 members, and the independent units had an addition of 17 with a gain in membership of 2,136. These figures show an increase of 300 in local branches and a total gain in membership of 44,257.

Of the 2,274 local trade union branches in Canada, 1,328 are located in 31 cities, and 961 reported a membership of 142,022, representing approximately 57 per cent. of the entire trade union membership of the Dominion. Montreal leads the cities with 149 local branches, 106 of which report 32,422 members; Toronto stands in second place with 128 branches, of which 82 reported 18,834 members; Winnipeg occupies third position with 91 branches, 56 of which reported a membership of 12,050; Vancouver is fourth, with 87 branches, of which 65 reported 15,459 members.

The majority of the international labor organizations operating in Canada provide for the payment of benefits to members on a varying scale. A table is published showing the expenditure on this account made in Canada, the United States and elsewhere, the disbursements for 1918 being $16,802,092, an increase of $3,626,713, as compared with the payments made in 1917.

The report follows closely along the lines of earlier reports on Labor Organization in Canada, the various phases of the scheme of organization which have been developed being given due consideration.

A chapter contains a record of proceedings of conventions of labor bodies at which peace proposals and other matters were discussed. The conviction of the Industrial Workers of the World on the charge of interfering with the war activities of the Government of the United States is recorded, and a chapter deals with the extent of organization in Canada of municipal employes.

The report serves as a directory of trade unions for the Dominion for 1919, including as it does particulars not only of every known local trade union in Canada, but also a list of all international and non-international central organizing bodies, together with the names and addresses of the chief executive officers.

Even death itself may shortly have to give way to the trust as the "great leveler."

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Oppose English Language.

Santiago Iglesias, trade unionist and member of the Porto Rico Senate, led a successful fight against an educational bill that would eliminate the teaching of English in the Porto Rico public schools up to the sixth grade and after that would make it an elective study.

The trade unionist charged Commissioner of Education Miller with inspiring this bill, which was supported by advocates of the old Spanish regime and other reactionary elements. The effect of such an un-American law, said Iglesias, would be to deny to the great mass of children a knowledge of the English tongue. The bill was debated for several hours, but its advocates failed to secure the necessary votes.

Should Unionists Support Labor Press?

"Should Trade Unionists support the Labor Press?" is unwittingly answered by the North American in an editorial discussion of the A. F. of L. convention at Atlantic City:

"Newspaper discussion of labor problems and controversies, if not actually taboo, is usually undertaken with timorous caution.

"Because of the antagonism that still exists between capital and labor, most publishers consider candid treatment of such matters dangerous, as likely to have unfavorable effect upon circulation and advertising revenue.

"It is, in our judgment, unfortunate for labor, for capital, and especially for the public, that the proceedings of such gatherings as that at Atlantic City are not adequately reported and fully discussed by newspapers representing every shade of opinion.

"During the last two years organized labor has been the chief factor in the overthrow of mighty empires."

To Settle Railroad Issue.

The Plumb Plan League has established headquarters in Washington and is preparing plans for a campaign to secure public ownership and democracy in the operation of this country's railroads.

The League bears the name of Glenn E. Plumb, general counsel of the organized railroad employees, who originated what these workers declare will be a solution of the railroad question. This solution, in effect, provides for the operation of the railroads by a Commission consisting of an equal number of representatives of the employees, managers and the Government. Profits are to be divided equally between the Government and the operators. The Government's percentage shall be put into a fund to be used to take up the bonds of these properties, the Government thereby owning the roads. The operators' 50 percentage shall be divided on the basis of the wages and salaries received by the workers and managers.

President Gompers is honorary president of the League, and the honorary vice-president is A. B. Garretson, advisor and former president of the Order of Railway Conductors. Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, is president of the League. The vice-presidents are the executives of the other railroad brotherhoods and the various international trade unions whose members are employed in the railroad service. All of these represent over 2,500,000 workers.

Try to Shift Blame.

Boston employers have failed to shift the blame for high prices of cigars on their striking cigar makers, who show that their request for an increased wage will amount to less than 1-3 of 1 cent on each cigar. They say that the employers' claim that 10-cent cigars would be increased to 15 cents is ridiculous, and show that the increased cost on a 5-cent cigar would be less than one-fifth of 1 cent.

"In 1917," the strikers say, "Cigar Makers received $16 a thousand for making 10-cent cigars. The manufacturers' wholesale price was $60 a thousand. Cigar Makers received $10.50 a thousand for making 5-cent cigars. The manufacturers' wholesale price was $32 a thousand. At present we are receiving $19.80 a thousand for making 10-cent cigars. The manufacturers' wholesale price is $90 a thousand, an increase of $30 a thousand.

"We are receiving $12.65 a thousand for making 5-cent cigars, an increase of $2.15 a thousand. The manufacturers' wholesale price is $52 a thousand, an increase of $20 a thousand.

"Now we ask, who is responsible for the high cost of cigars?"

Burleson is Blamed.

The New York World continues its attack on Postmaster General Burleson and in a leading article this week on the "Incompetence of Burleson," says:

"His handling of the telegraph and telephone wires and ocean cables dealt a death blow to the campaign for Government ownership. Poorer service, higher rates and the sinister suggestion, with at least the appearance of fact, that he allowed himself to be used by one group of cynical manipulators to shuffle the cards to the disadvantage of a business rival, were the total of his accomplishments as director of electrical communication. His handling of the labor problems incident to these services brought about strikes and threat: of more extensive strikes."

The World prints a Washington dispatch that the postmaster general has no intention of resigning and he has been advised by his friends in Congress to "stick to his job and let his critics rave."

Mexican War Spirit Opposed by Workers.

Anti-Mexican jingoes in this country were denounced at the second annual convention of the Pan-American Federation of Labor, which includes the trade union movements of the North American continent.

The convention unanimously passed this resolution, introduced by President Morones of the Mexican Federation of Labor:

"Whereas, the campaign that for some

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, **Durban, Natal.**

World's Workers

The municipal authorities of Paris, France, have met the six-day week demand of 1,700 clerks employed in the municipal grocery stores, which will hereafter close from Sunday noon to Monday noon.

Employees of one of the big department stores in Paris, France, have organized a section of the Retail Clerks' union. The section has its own officers. This organization of "store sections," or locals is a result of recent strikes and is relied upon to impart a greater interest in trade unionism.

The minimum rates of wages of agricultural laborers in England and Wales, fixed in 1918, have recently been revised by the Agricultural Wages Board by the addition of, usually, 6s. 6d. per week in the case of adult males. Minimum rates have also been fixed for most districts in Scotland and for the whole of Ireland.

Queensland, the third largest state of Australia, has conducted government ownership profitably on a more extensive scale probably than any other state in the world. Labor has political control of the state and has carried public ownership into fields including mines, insurance, fish shops, meat shops, iron and steel works, hotels, railway refreshment rooms, railways, pastoral stations, saw mills and tanneries. Profit on the railway refreshment rooms last year amounted to £123,000, and socialization of industry has materially reduced the cost of living for the workers.

The big cigar makers' strike, involving several thousand employees of the Porto Rico American Tobacco Company, has been compromised. The strike lasted six months. The cigar makers were paid benefits by the Cigar Makers' International Union of America, with headquarters in Chicago, Illinois, and the strippers and other workers were given financial aid by the American Federation of Labor. The strike was marked with much suffering and in many instances the strikers were clubbed by police and arrested when they attempted to hold meetings. The strike cost the government over $1,500,000 through a loss of revenue. A committee representing the Porto Rico legislature assisted in securing a satisfactory settlement, which includes wage increases.

No more interesting commission, nor one more significant of the place which women hold to-day in the Labor world, has been welcomed to England than that of the American War Work Council, dealing with industrial and labor questions, particularly as they affect women. The commission, which has come through France, is to visit Manchester and Birmingham as well as London, and meetings are to be arranged with the industrial societies and with government departments. In the United States it is generally recognized that there is much to learn from England with regard to Labor policy concerning women, and it is hoped that many British methods will be adopted. It is safe to say that nothing could give the old country greater satisfaction than to share the fruits of its initiative and experience with the new, and whatever England has to offer will be wholly at the disposal of these distinguished guests.

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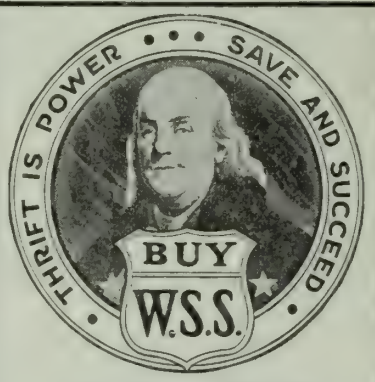

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INFORMATION WANTED.

The following named persons, or their beneficiaries, who have claims against the German Government are requested to communicate with F. R. Wall, 324 Merchants Exchange, San Francisco, Calif. Telephone Sutter 5807: Colstad, Adolph; Cudahy, H. L.; Greene, John S.; Hill, F. A.; Hughes, William; Healey, George; Jensen, G. A.; Lee, Chester; Larsen, L. J.; McConkey, Robert J.; Margery, Harry; Netherwood, Richard L.; Parks, R.; Porter, Wm. I.; Phillips, Paul; Quinn, Charles; Rice, Earle M.; Slater, Charles E.; Tunnie, Charles. 7-30-19

Anyone knowing the whereabouts of Calvin Pickett, last heard of in Port Arthur, Texas, February, 1918, will please notify G. Schroeder, Agent, Eastern and Gulf Sailors' Association, Port Arthur, Texas. 7-9-19

Pacific Coast Marine.

Representatives of Scandinavian shipping concerns, who are visiting the Pacific Coast, announce that the bids for construction here are too high to warrant the granting of new ship contracts. They say that vessels can still be built cheaper in the northern countries of Europe. Despite this statement it is reported that they have let contracts for at least a half dozen steamers in the north.

Captain Alex F. Ogilvie, master of the 7500-ton steamer "Quittacas" of the Shipping Board, ended his life at sea aboard the vessel July 22, according to a wireless message received at Seattle. The captain, it was said, has suffered from mental depression caused by shell shock received while he was master of the steamer "Westover," torpedoed and sunk by a German submarine on the Atlantic during the war.

Mayor Louis Bartlett of Berkeley has issued his first proclamation since becoming Mayor, designating July 31 as "Utah day." On that date a new ship at the Alameda plant of the Bethlehem Steel Corporation will be named Utacarbon by Governor Simon Ramberger of Utah and a delegation of Utah citizens, because of the record made by Carbon county, Utah, in the last Liberty loan campaign. Berkeleyans will join with Utah in a celebration of the event.

As the result of continued agitation on the part of the Seattle Chamber of Commerce for additional transpacific cable and wireless service, Senator Miles Poindexter is in receipt of a letter from Secretary of the Navy Josephus Daniels which has just been transmitted to Seattle. The letter admits the inadequacy of the service, but declares inability to act without the sanction of Congress and asserts that the Navy Department is now doing all in its power to overcome the handicap.

The Pacific Mail steamship "Peru," which sailed for France several months ago with sugar loaded at various points along the coast of Central America, has been sold, according to advices received by the officials here. It was known at the time of the "Peru's" departure that the company planned to dispose of her. The terms of sale are private. It is believed that many other vessels, especially the older craft, will be disposed of as soon as possible to make room for the new craft which will be installed.

The Marshfield Chamber of Commerce has petitioned the Oregon Federal Court to permit the main C. A. Smith mill, which has been closed down for several months, to resume under a lease to C. A. Smith, who has applied for permission to operate. The mill property is in the hands of receivers appointed on request of bondholders who hold the Smith securities. C. A. Smith returned recently from Sweden and Norway where he is reported to have obtained funds with which to operate the mill.

Captain T. P. H. Whitelaw, the veteran wrecking master, announced during the week that there have been fewer marine disasters on the Pacific Coast during the past two years than during any similar period for many years, though there have been the usual number of fogs and storms. The veteran's favorite expression, "Fools and foggy weather make work for the wrecker," has not proved true. Whitelaw said the present-day sailorman is becoming more efficient and, in addition, the aids to navigation are benefiting the mariner.

The first consignment of materials to be utilized in constructing the Government railroad in Alaska this season left Puget Sound on the steamer "La Touche" of the Alaska Steamship Company on July 28. The supply is being sent to the Alaska engineering commission. Twelve hundred tons comprise the first shipment, a part of which is T. N. T. The supplies to go forward the last of the month are to be used on the section of the Government railroad now being built from Nenana south in the direction of Seward.

Lady Young, wife of Lieutenant-Colonel Sir Popham Young, Commissioner to India, will participate in the ceremonies attending the launching of the U. S. destroyer "Marcus," named after her son, Lieutenant Arnold Marcus, killed in the explosion aboard the submarine "A-7" in Manila, July, 1917. Mrs. Helen Elizabeth Marcus, widow of Lieutenant Marcus, has been selected by Secretary Daniels to christen the destroyer at the ceremonies to be held at the Union plant of the Bethlehem Shipbuilding Corporation, August 22.

A reported shortage of pickles, peas, biscuit, tomatoes and fruit in the larder of the steamship "West Vaca" has resulted in the filing of a libel suit against the vessel by sixteen seamen, who appealed to the United States District Court for the extra compensation which an act of Congress allows seamen when they are forced to live on short rations. Each seaman asks for $90 extra compensation. According to the complaint, the men shipped on the vessel at this port last April for a round trip to China. They returned to this port July 7. They say that during the entire trip they were short of certain articles of food which Congress says each sailor is entitled to demand in specified quantities.

Owing to the demand for lumber for domestic purposes, it is probable that some of the Coast shipbuilding plants soon may engage in constructing new steam schooners. There is a shortage in tonnage to handle the Coast lumber used here and at other Pacific Coast ports. Recently there has been a revival of building operations and the stocks of lumber on hand have been heavily reduced. Many of the steam schooners operated here before the war have been sold and taken away or else lost by fire or in storms. Although no announcement has been made, it is expected that the McCormick plant at St. Helens will be one of the first to begin work on the coasters. It is believed that this yard will construct the combination type of vessel. Recently there has been a big demand for passenger transportation on the lumber carriers.

Following the announcement of the organization of the Rolph Mail Steamship Company and a plan to have the new organization operate an $8,000,000 fleet of vessels between San Francisco and the west coast of Mexico and Panama against the established business of the Gulf Mail Steamship Company, the latter concern has announced its intention to accept the gage of battle. Paul Hartman, president of the Gulf Mail, said that his company is now negotiating to take over a fleet that will give it control of one of the biggest tonnages on the Pacific Coast, and that in addition plans are being matured to extend the service to Panama and the entire west coast of South America as far as Valparaiso. The officials of the Gulf Mail admit that the Mexican and West Coast business is profitable and say that Rolph must have been influenced to enter the field of competition after he had chartered two of his ships to the Gulf Mail. Both vessels yielded a substantial profit and the announcement of the new steamship concern followed immediately.

A gradual reduction of the working force of the San Francisco bay district shipyards from 50,000 men employed May 1 to 35,000 at the end of last week can be expected to continue until the force is reduced to approximately 27,000, it was announced by local shipbuilders. This reduction is caused, it was said, by the withdrawal by the Government of expected contracts and the failure by the local yards to obtain new contracts for private account. There are forty ways in the yards of the bay district shipyards, and contracts are rapidly nearing completion. Employers are also taking the opportunity, it was said, of placing the yards on a basis of efficiency and eliminating the so-called "Joe Magees" who were used during the war to force production regardless of expense. A contract for a tanker of small tonnage for the Standard Oil Company is said to be the only contract that has been let to bay district shipyards since permission was given by the Government to accept contracts for private account. The lack of contracts, together with the necessity of placing the shipyards on a more efficient basis, is given as the reason for the reduction of the shipyard forces.

The Moore Shipbuilding Company at Oakland now boasts of the largest marine railway on the Pacific Coast. The equipment probably will care for larger vessels than any other similar railway in the United States. The former marine railway was torn out and rebuilt and is now big enough to carry out of the water any of the 10,000 deadweight ton vessels being built at the plant for the Shipping Board. Recently the 9,400-ton cargo freighter "Tuckanuck" was lifted out from the estuary in just seventeen minutes. This is a record. The advantage of the new equipment is that the hull of the vessel is lifted high and dry, where the winds blow the bottom dry and the work of cleaning and painting is performed better and the color sticks better. The construction of a marine railway of this size is distinctly an experiment and the company undertook the work because of the present lack of adequate facilities for handling ships in dry dock. Owing to the success attained it is probable that the Hanlon plant will have the old ways there rebuilt and increased in size. All of the old marine ways were built to handle the sailing ships of wooden construction, because the vessels of this type dried out better when raised above the water than in the graven dry dock.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, JULY 30, 1919.

"DAVY JONES" PEEVED.

A party signing himself as "Davy Jones" manned his trusty typewriter the other day and wrote to the editor of the San Francisco Chronicle, saying:

"Some time ago I had occasion to travel from Sacramento to San Francisco by boat. The steamer was the 'Isleton' of the California Navigation Company. In the state room was a notice directing one to look under the berth for life preservers. I looked, and found the life preservers to be made of the flimsiest cotton, the compartments of which were filled with short lengths of reeds, instead of cork, as provided by law. Where are the men who are supposed to inspect these boats and see that the law is obeyed?"

The Chronicle editor nonchalantly disposed of "Davy Jones's" growl by heading it "Not Anxious to Visit His Locker," and letting it go at that.

Well, we had just about concluded to sit down and write to the Chronicle with the object of setting "Davy Jones" straight in the matter of those life preservers, when along comes Captain H. F. Strother, of San Francisco, and does it ever so much better than we could possibly hope to do that we gladly quote from his communication.

After setting forth the requirements of the Government in regard to the make and supporting capacity of life preservers adjustable to the body of an adult person, Captain Strother goes on to say:

"The tule life preserver is entirely a California product, and has been approved by the Board of Supervising Steamboat Inspectors in Washington. I did not have much faith in the tule life preserver until I saw one tested. The first year that I was master of a vessel an inspector attached twenty-five pounds of iron to a standard block cork life preserver and threw it in the water. By the stamp it was six years old. It promptly sank. He attached the same weight to a tule life preserver ten years old and it floated easily. The tule is designed by nature to withstand the action of water or dampness, and resists deterioration longer than any other material suitable for making life preservers. In 1904, after the disaster to the 'General Slocum' in New York harbor, in which over 1000 lives were lost, President Roosevelt appointed a retired rear-admiral to inspect the steamers operating in and out of this port. During an inspection of my steamer he told me that he had a tule life preserver in the water with twenty-five pounds deadweight attached to it, and it was then afloat after being in the water 85 days."

As pertinent to the subject under discussion it should be stated here that a standard life preserver, to come up to the specifications of the Government, "must be capable of sustaining for a continuous period of twenty-four hours an attached weight so arranged that whether the said weight be submerged or not, there shall be a direct downward pull upon the life preserver of at least twenty pounds." This, by the way, is more than the downward pull of a heavy person in the water.

We have set forth these particulars in the hope that the information sought to be conveyed will be of some benefit to the traveling public, among whom, no doubt, there are many whose knowledge of life preservers is just as hazy as, apparently, is that of "Davy Jones."

WHAT AILS AMERICANS?

Are Americans deteriorating? Is the physical fiber of the race weakening? Is America inviting the doom which overtook imperialistic Rome because of the decay of her men?

These may seem startling questions, but are we not warranted in asking them after reading the following news item which has lately been going the rounds of the press?

Abraham Bowers, Immigration Secretary of the Y. M. C. A., in the course of an address before the Illinois State Americanization Committee in Chicago predicted immigration of 2,000,000 foreigners, mostly Chinese and Japanese, every year for the next fifty years. "Before the war," he said, "we assimilated about 1,000,000 immigrants a year. They were mostly used in common labor. As our country grows, the need for labor increases in ratio. There is only one place for it to come from now, China and Japan. Therefore, they are bound to come, and I believe that they will intermarry with our people as other immigrants are doing. Japanese and Chinese students now marry our university girls. They will override racial prejudice, literacy tests, and every other obstacle."

The plain inference to be drawn from Mr. Bowers' statement is, of course, that native Americans will not or can not do the hard, disagreeable, manual labor needed to carry on our civilization; labor which has mostly been performed by European immigrants. Did he stand alone in taking that position his contentions might be dismissed as the atrabilious imaginings of a chronic pessimist. But he has, by implication, laid bare a weak joint in our national armor which has long been a source of anxiety to observant lovers of America. That weak joint is the unwillingness of the average young American to do any work involving severe physical effort. From everywhere comes the seemingly well-founded complaint that Americans can no longer be found in sufficient numbers to do the hard, grimy, manual labor which must be done by some one if we are to endure as a nation. Their chief ambition seems to be to get a "white collar job," even though the pay is so small that it compels them to adopt a "coffee and" diet. As a local contemporary, discussing the subject, truly says: "Americans who apparently would starve rather than hoe corn or cotton, cut asparagus, or block, thin or top sugar beets, tumble over each other in eagerness to get work in occupations which they think more genteel."

To make use of a hackneyed but still expressive phrase, the situation would be funny were it not so serious. And it is serious because, to again quote from the aforementioned contemporary, "a race or a people which cannot from its own ranks supply those who will carry on all its necessary occupations will in the end find itself hard pressed to compete successfully with a race or a people which can do its own work. Those who will do the work on the land are likely in the end to own it."

To sum it all up, there is something radically wrong with a race whose ablebodiedness is not equal to its own needs, and he would be a benefactor of his kind indeed who could point out and apply the remedy.

A JOLT FOR MR. BLANTON.

"The aspersions cast upon the loyalty of American labor during the war by Congressman 'Bleating' Blanton, of Texas, are disposed of by the inspiring facts set forth by Grosvenor Clarkson, director of the Council of National Defense, in a recent report on the activities of the organization of which he is the efficient head," says an editorial in the New York Evening Mail.

The quotation from Mr. Clarkson's report on which the Evening Mail bases its comment is this:

But here at home there have been armies, too. And they have performed a mighty task. They were created without mandates; they were welded into cohesive form by suggestion rather than by order; they were galvanized from beginning to end by the mighty force of voluntary co-operation, and they went into the home stretch with a power which nothing could have stopped. These were the armies of production—production not alone of guns and steel plates and soldiers' shoes, not alone even of visible things, but production of energy, of thought that made the sword a flaming thing; of optimism, to offset the stupid pessimism of people who criticized but had nothing tangible to contribute; of the immortal spirit of "carry on," of, above all, unification. For it has only been within the past year that this nation has completely realized that after all it is properly introduced to itself, but a partnership of 100,000,000 persons. Out of all this has grown one of the great lessons of the war to America; the interdependency of social effort, the effort which in the last equation must keep a nation wholesome in peace and which must furnish the continuing tireless force behind the cutting edge in time of war.

Mr. Clarkson is right. He knows more about the spirit of the average American than Blanton could ever hope to know. Mr. Clarkson understands what it means to live in a democracy; he knows what the fruits of democracy have been. Blanton's idea is, "Do what I tell you to do when I tell you to do it."

Blanton will not be able to understand what the Evening Mail means by its comment nor what it sees when it concludes with the following expression:

In the long period of peace now in happy prospect, the problems to be solved will be no less important, no less pregnant with results, than those we accomplished so well during the period of armed struggle.

For the solution of those problems we must perpetuate and strengthen that effective partnership of 100,000,000 persons. In seeking to promote that partnership, the American Federation of Labor during its recent convention in Atlantic City performed a valuable service to America.

America is great in spite of the Blantons, free in defiance of them and strong because of the numbers of them that she has overcome.

It may be interesting to recall the fact that in all American history there is not one name revered and honored by him who bore it that was not made honorable in the struggle forward and upward toward greater freedom. Only men and women who contribute to the progress of humanity, who

help to make better the lot of all men, who help to defeat oppression, are honored and remembered in gratitude and glory under the Stars and Stripes.

"GENTLE" CRITICISM!

The editor of the San Francisco Labor Clarion has evidently been pierced by the truth. The JOURNAL took him to task a couple of weeks ago for his personal attack upon Senator Hiram W. Johnson and others. Somewhat subdued, Editor Mullen comes back and intimates that he really loves the Senator.

Yet, this is what he said editorially about the man he loves:

Senator Johnson's Carnegie Hall speech in New York against the League of Nations indicates that an Eastern summer is too much for him. He must have been suffering from sunstroke. In no other way can his tangled and illogical interpretation of Article X be accounted for. He gave it a meaning directly in conflict with the plain language of the paragraph, and a man in his right mind would not attempt to so persuade an audience of intelligent Americans, and we presume his audience was made up to some extent of Americans, though it is a certainty that every anti-American in New York who could reach the meeting hall was there, because the position Johnson has assumed is in harmony with the minds of those who, while living here and enjoying the conditions and opportunities our country affords them, think more of some other country than they do of the United States. It is the group of votes that many politicians are playing for and which any real American would be ashamed to possess.

More contemptible innuendo about California's distinguished junior Senator has not appeared anywhere, not even in the Los Angeles Times.

But this is "Brother" Mullen's favorite style. This is how he gets after his "friends" when they disagree with him. Too bad, there is neither forbearance nor tolerance in the Labor Clarion. For both are essential requisites to the growth and development of the American labor movement.

Roger W. Babson, head of Babson's Statistical Organization, U. S. A., which furnishes reports to merchants, bankers and investors, recently sent out a "Barometer Letter" in which the lessons of the war are discussed. This letter raises the question, "Shall we all voluntarily give up something, or shall we all run the risk of losing everything?" The answer, Babson tells his business clientele, "depends upon whether or not we are willing to profit by the real lesson of the war. If we are willing to let the bulk of manual workers of this country peaceably retain the prestige and privileges which the war has given them—if we are willing to run the country in the interest of the producers of property rather than the inheritors of property, then we can head off disaster. If, however, the financial and business interests of the United States and Allied nations attempt to return to pre-war economic conditions, then there surely will follow an explosion."

The strike of the seamen on the Atlantic Coast was called off on Saturday. At the hour of going to press the news to hand seem to indicate that the strikers secured substantial concessions from the shipowners and the Shipping Board. As soon as full particulars are forthcoming they will be published in the JOURNAL.

The man who opposes Chinese exclusion is interesting chiefly as the exception that proves the rule.

LABOR IN GERMANY.

Overthrow of Imperial Government Brings New Power and Influence to Trade Unions.

Within a week after the overthrow of the imperial German government, according to an article in the Monthly Labor Review (U. S. Department of Labor) the influence of the trade unions in political and economic life have considerably increased, says the Review. "The relations between large industrial members of the labor movement have assumed an entirely new aspect." "As the result," it continues, "of negotiations carried on at Berlin, twenty-one of the German employers' associations representing nearly every important industry group and the seven trade-union and salaried employees' federations, entered into a joint declaration of principles to govern future industrial relations." This agreement has been termed the Magna Charta of German Labor. The Review publishes it in full as it was taken from the Reichsarbeitsblatt for December, 1918. It follows as taken from the Review:

"1. The trade-unions shall be recognized as the legitimate representatives of labor.

"2. Restriction of the freedom of combination and association of male and female workers shall not be permitted.

"3. Henceforth employers and employers' associations shall not concern themselves with the workmen's societies (so-called nonmilitant or 'yellow' trade-unions) and shall not support or subsidize them, either directly or indirectly.

"4. All workmen returning from military service, on reporting for work, shall be entitled to immediate reinstatement into the situation occupied by them before the war. The employers' and workers' federations affected shall use all possible efforts to provide raw materials and orders so that the above obligation may be complied with.

"5. Joint regulation and equipartisan administration of employment offices.

"6. The working conditions of all male and female workers are to be determined in accordance with conditions in the trade in question through collective agreements with the workers' trade organizations. Negotiations relating thereto shall be immediately initiated and be concluded as soon as possible.

"7. In each establishment employing at least 50 workers a workmen's committee shall be appointed which shall represent the workers, and, in co-operation with the employer, shall see to it that the working conditions are regulated in accordance with the collective agreement.

"8. The collective agreements shall provide for the establishment of conciliation and arbitration boards, composed of an equal number of employers' and workers' representatives.

"9. The maximum regular daily hours of work shall be fixed for all establishments at eight hours. Reductions of wages owing to a shortening of the hours of work shall not take place.

"10. For the enforcement of this agreement as well as for the regulation of further measures necessary during demobilization to maintain economic life, and to guarantee the very existence of the working people, especially those seriously disabled in the war, the interested employers' and workmen's organizations shall establish a joint central committee on an equipartisan basis and representing the various trades.

"11. This central committee shall also decide all fundamental problems in so far as such arise in the collective regulation of wage and working conditions and shall mediate disputes in which several occupational groups are simultaneously interested.

"12. Its decisions shall be binding upon both employers and workers unless they are contested within one week by one of the trade organizations affected.

"13. This agreement comes into force on the date of its signature and shall without prejudice to other legal regulation remain in force indefinitely, with the mutual right of its abrogation on three months' notice. This agreement in its intent shall be alike applicable to the relations between employers and salaried employees' organizations."

The agreement is signed with a long list of signatures of the largest German employers' associations and by the Free (Social-Democratic), Hirsch-Duncker, and Christian trade-unions, several salaried employees' organizations, and the personal signatures of the leading manufacturers and labor leaders as published in the Reichsanzeiger, the official organ of the government. The agreement also bears signatures of officials of the German provisional government and managers of national, state and municipal establishments have been instructed by these officials to observe the provisions thereof.

The Council of People's Commissioners (Germany) on December 23, 1918, promulgated a decree giving such collective agreements legally binding force. As published in the Monthly

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., July 28, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good; more members ashore. John H. Tennison and E. A. Erickson were elected to serve on the committee negotiating with the shipowners at Seattle, Washington, on the subject of new wage scale and increase of overtime. Same committee interviewing the shipowners at San Francisco reported progress; early settlement expected.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., July 21, 1919.
No meeting. Shipping slow.
J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., July 21, 1919.
Prospects improving.
W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 21, 1919.
Shipping fair; few members ashore.
H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, July 21, 1919.
Shipping fair.
P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 21, 1919.
Shipping good; men scarce.
ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, July 21, 1919.
Shipping good; prospects good.
JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, July 21, 1919.
Shipping fair; men scarce.
HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 14, 1919.
Shipping dull; prospects poor.
JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

San Francisco, July 26, 1919.
July 24, 1919. No meeting; no quorum. Secretary reported shipping fair.
E. F. BURKE, Secretary, p. t.
42 Market Street. Phone Kearny 5955.

Seattle Agency, July 17, 1919.
Agent reported shipping good.
J. LEONARD NORKGAUER, Agent.
Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 17, 1919.
Agent reported shipping good. Short of cooks.
JOE MACK, Agent.
613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Ferdinand B. Petersen, No. 1426, a native of Norway, age 33. Died at sea, January 26, 1919.
Erick A. Westerberg, No. 1067, a native of Finland, age 40. Died at San Pedro, Cal., July 23, 1919.

The Shipping Board announces that it has accepted the bids of the Universal Shipping and Trading Company of Seattle for the purchase of four barge type and two steamer type Ferris hulls, now in Lake Union. The consideration was not given.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

"We have come upon times when people are not submissive to injustice or to unnecessary privation and suffering."

What voice is this so burdened with impious reversal of the old belief that all good people were "content in the sphere where it had pleased God to place them"? First we should conclude the thought, however:

"The people are deeply and justly in earnest. If those who are the actual industrial, political and social leaders of the nation will not act upon the principle that the greatest shall be the servant of all, then the people themselves, with indignation and bitterness, are sure to take their destiny and that of the world into their own hands."

Thus speaketh the Federal Council of the Churches of Christ in America, a union of thirty leading Protestant church groups, in a statement just issued which outlines the attitude of those churches toward economic and social readjustment in the United States. This document follows closely the pattern supplied by the Roman Catholic leaders some months ago, when they advocated long steps toward the time when both ownership and management of industry would rest in the hands of the actual workers. Virtually all the religious bodies of the United States are thus brought to a point where they not only concede but preach that the laborer is worthy of his hire and competent to say whether its terms are just and wholesome.

The Protestant churches ask, concretely, for a living wage (based upon its power to purchase necessities); a nation-wide employment service; a policy of public works to reduce unemployment; a generous scheme of land settlement; social insurance to cover sickness, unemployment, accidents and old age; vocational training; equal pay for men and women workers; community centers and churches open seven days a week to replace the saloon as the workers' "clubhouse."

More important than these familiar proposals is the spirit in which they are advanced by the Federal Council of Churches, which says:

"Class consciousness and the use of violence are not confined to the revolutionary groups. The possession of wealth and education tend to the formation of classes and industrial ownership and management to a class conscious ruling group. We observe the dangerous tendency of many State and municipal officials to deny fair hearings to radical offenders and to use unnecessary and provocative brutality during strikes. Legislatures, judges and officials should act firmly but justly, without bluster and unnecessary violence. Workingmen believe that they do not get an equal chance before the law, and it is highly important that whatever real basis there is for this conviction should be removed.

"A deep cause of unrest in industry is the denial to labor of a share in industrial management. Laborers must be recognized as being entitled to as much consideration as employers, and their rights must be equally safeguarded. This may be accomplished by assuring the workers as rapidly as it can be done a fair share in control; by opportunity for ownership, with corresponding representation, or by a combination of ownership and control in co-operative production.

"The living wage should be made the first charge upon industry, before dividends are considered. The resistance of labor to general wage reductions, even when accompanied by reduced hours of work, should receive moral support from the community, except where the demand is clearly unreasonable. Wage levels must be high enough to maintain a standard of living worthy of responsible free citizenship in a democracy.

"Actual wages—that is, wages reckoned in power to purchase commodities—have been decreasing for several years in spite of wage increases. There is urgent need of provision by industry, under guidance of the Government, for some regular methods of adjustment of wages and salaries to the purchasing power of money. High wages are desirable as a genral principle."

Since the Federal Council believes that the churches "are, or should be, vitally concerned with civic, economic and social interests," it is doubtless informing itself with respect to the many important labor strikes now in progress or threatened, notably the great strike of seamen on coastwise and transatantic ships of American registry (excepting those operated by the United States Shipping Board).

The feature of the walkout, which has tied up no less than 400 vessels in Atlantic ports, is the spontaneous support given their American fellow seamen by foreign sailors now in our ports. Half a dozen Dutch and Scandinavian vessels and one British have been abandoned in New York harbor, by crews who say they will not sign on again unless they receive the same terms demanded by the Americans. These terms are recognition of the union, the eight-hour day and an increase of $15 a month in some occupations.

Fifty thousand sailors are out between Maine and Texas. Andrew Furuseth, President of the International Seamen's Union, has telegraphed to Vice-Chairman Stevens, of the Shipping Board, saying: "Your attitude is checking the strong current which has been driving young Americans into the American merchant marine. The seamen are striking for no more than what day laborers get with little question on land."

Furuseth has always contended that there would be no trouble in manning an American merchant marine of any size if the conditions of work aboard ship were made tolerable to self-respecting men. In proof of this he is able to show that since the La Follette Seamen's Law was passed the number of American sailors on the Pacific Coast has increased from less than one per cent. to more than ten per cent., and on the Atlantic Coast from ten per cent. to 25 per cent.

Shipowners have tried to persuade the nation that the Seamen's Law would place our merchant marine at a hopeless disadvantage with foreign competitors. Furuseth has replied that the provision permitting foreign sailors to sign off in our ports would remove every disadvantage since the foreigners would then refuse to sign on again except at the American rate. Data furnished by foreign consular agents in New York and elsewhere confirms Furuseth's argument, and it is clinched by the enthusiasm with which the sailors from overseas are joining in the American strike. It is believed by many observers that the caution and resistance of the union leaders are all that prevents the present strike from spreading more or less around the globe in a tremendous demonstration of solidarity among the seafearing workers.

At Norfolk cattle enough to fill six ships are awaiting transportation to France. The Shipping Board complains to the striking seamen that this country's honor will be tarnished and the people of France will suffer unless the cattle are shipped directly. It does not occur to the Shipping Board that this country's honor is also tarnished when it helps keep the sailor in peonage, or that the present menace to the people of France can be overcome in an hour if the private shipowners will consent to share a small portion of their profits with the men who do the real work of ocean transportation.

The Nolan bill to establish a minimum wage of $3 a day for all workers in the Federal and District of Columbia governments will surely pass. Test votes taken in the House this week demonstrated that the measure could not be beaten. One of these tests came on the issue to preserve or knock out the Good amendment to rob the public service workers of the $250 bonus to be awarded in consequence of the jumping cost of living. The amendment was killed.

A minimum wage of $16.50 a week will be paid to all employees of private mercantile establishments in the District, according to a decision reached by local business men this week. It is admitted that a person cannot be supported properly on less. This is a far cry from the howl that went up from employers a few years ago when Lieutenant-Governor O'Hara suggested that shop girls in Chicago ought to receive at least $8 a week to remove them from the "temptations" of immorality. Sixteen dollars will not buy very much more today than eight dollars would buy in 1910, but we have at least the admission that the "commodity" of labor possesses certain human attributes.

Political leaders still betray a modest silence when asked how they propose to meet the crushing national deficit, solve the railroad problem, lower the cost of living or stop the growth of unemployment; but that does not mean they are without tanglefoot to catch fly voters. By no means. The Republican National Committee this week informs the country that the Democrats who made peace at Paris ran up a bill of five million francs at the Hotel de Crillon, that they "lived in fine state with their retinue of families, clerks, servants, experts, flunkies and staffs," and that "if these bills are ever scrutinized by a responsible committee of Congress there will be some interesting revelations."

But "sauce for the propagander is sauce for the propagoose." The Democratic National Committee comes right back the same week with the charge that the Republicans have celebrated their capture of Congress with a wild and wasteful expenditure of public money for semi-personal satisfaction. We read that "one of the first things the Republicans did was to reopen the baths in the Senate office (which the Democrats had closed) at a cost that will exceed $20,000 a year"; that floor leader of the House, Mondell, has

thrown out the sturdy oak furniture that was in his office and refitted it in a manner more befitting "the directors' room of a great bank than the quarters of a plain representative from Wyoming." His rich rugs and fine mahogany "will cost the United States $2500." And Senator Lodge is charged with going on a similar spree by refitting the Foreign Relations chairman's office with a "new drugget and new table that alone will cost about $2000."

Meanwhile, Robert W. Woolley, of the Interstate Commerce Commission, has a word to say about something real. He finds that the private railroad managers will, by their own indications, jump the traffic charges by from 15 to 30 per cent. if the lines are put back in their hands, and that "this advance would be reflected about four-fold in the final cost—this is regarded as the usual ratio in the finished product." Conceding that the railroads have emerged from decades of mismanagement and the war in a condition where they cannot pay their own way, Mr. Woolley says he fully expects to see the Railroad Administration at least $400,000,000 behind at the end of this fiscal year, because the business of the roads has decreased and will probably continue to fall for some months.

"But what if the Railroad Administration is behind?" he asks. "Is not paying that sum, in addition to the present deficit, better than turning the roads back to private control and granting a further increase in rates, a further indirect tax, the extent of which we know not, but which we do know is bound to be more burdensome than the present arrangement? Isn't it far sounder to take care of any deficit from carrier operations, out of the national treasury, whose coffers are replenished through taxes levied where they can best be borne, than to make higher and higher than ever the high cost of living? We would at least know the amount we were paying, and that we were paying it only once."

This belief that an increase in freight rates is multiplied several times before it comes out of the common man's pocket is taking root in many minds. Wouldn't it be a cruel joke on the private executive sabotagers if Uncle Sam should decide to keep the lines and pay the deficit—just once, out of taxes on great fortunes!

The first World Labor Conference, provided for in the Paris Peace Treaty, will convene in Washington in October. It will consist of four delegates from each country that shall have become a member of the League of Nations. Two of these delegates will represent the respective Government, one shall speak for labor and one for capital. Seventy-five per cent. of the membership of the first World Labor Conference, therefore, will owe no allegiance to labor, organized or unorganized, and will not be responsible to any set of wage earners.

All this has been arranged by the Organizing Committee of the Conference, which has been busy at London, according to Dr. James T. Shotwell, who has been acting as the American representative. The program agreed to provides for a discussion of the eight-hour workday; means to prevent unemployment; the care of women in industry before and after child birth, and limiting their employment at night; the question of employing children less than fourteen years old.

The World Labor Conference will have no power to legislate nor to make any country adopt its recommendations. It will prepare sample bills, based upon available data and the discussions of the conference. Dr. Shotwell thinks it probable that this first conference will be composed exclusively of delegates from the countries lately allied against the Central Empires, and from ones that were neutral in the war.

SWAT THE INJUNCTION!

(By W. B. Rubin.)

The American Federation of Labor, at its Atlantic City Convention, took a home run rap at injunctions, and their judges.

Hooray! Bully! Go to it again!

Labor's greatest enemy, the nation's biggest curse, the weapon of unscrupulous employers, the shield of grafters and profiteers, the dividing wall that keeps Capital from understanding Labor, and the two from serving in harmony the Advance Thought of Life! Service, not dividends, is the sustaining force of a people.

Our boys, in fighting for democracy "over there," encountered all the shrapnel and gas, the Zeppelins and U-Boats, all the devilishly conceived contrivances of fighting mad Huns, but it is authoritatively stated that the toll by them exacted is not to be compared with the roll call of those who have "gone west" because of the infesting cootie.

Tiny vermin though they are, they attack the human body, and in numerous ways, carry disease; and many were the boys who never even had a chance to fire a shot because the cootie had enjoined them from health.

Imagine an army about to enter an engagement, fully equipped in material and spirit for conquest and glory, finding itself annoyed and harassed, infected and quarantined through vermin, which, like the locust, delight in ravaging and laying waste.

Some were fortunate enough to hold the troublesome insects in contempt. Others, in direct violation of vermin jurisdiction, delivered themselves from the pest.

Now, comparisons are often odious, and similes and metaphores sometimes misapplied, but the above facts furnish a text which mankind would do well to ponder,—that Labor, all powerful, all united in its effort toward a higher and better life for all those who toil, is ever halted in its forward march by the pest injunctions. Many are the organizations which have been laid low by this means, and the members who have suffered jail in the trail of the injunction's contempt, are legion.

It is fortunate for humanity that there are many brave enough in spirit to disregard the injunction and go on fighting for progress, building for posterity.

The fight "over there," is over. The fight for democracy is here, begun anew. Labor fought and worked for victory, and no profiteer shall be permitted to bask in luxury while Labor is obliged to sweat for its right to existence, its permission to live.

The injunction is a natural menace—the insect that infests and disrupts the whole industrial scheme of justice and happiness.

Away with it!

Monarchs and despots, tyrants and anarchists, all have been banished from European soil. Our shores form a haven for refugees, but not for those who would implant their despotism here.

The injunction is a judicial usurpation. The judge who, either through precedent or his own initiative, urged by expediency or his own desire, grants the same, practices usurpation.

The injunction must go; swat it!

The injunction judge must go; swat him!

There is an organized way of doing this. Proceed by impeachment against every injunction judge; defeat him at elections if you can.

Have Congress and the Legislatures take away the writ of injunction in labor cases.

Don't forget,—the surest way, the best way, the only way, is to

Capture the Courts!

It is a dangerous thing, when you have let slip an unfortunate remark, to try to cover up the blunder. Mrs. G. was talking with the wife of Judge H. about her son's choice of a profession. "I don't want him to be a lawyer," she said. "Why not?" asked the judge's wife. "I think there is nothing much finer than the legal profession for a bright boy." "Well," said Mrs. G. bluntly, "a lawyer has to tell so many lies." Then it dawned on her that she was talking to the wife of a lawyer, so she hastily added: "That is—er—to be a good lawyer."

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

time has been carried on by certain elements to provoke an armed conflict between the United States and Mexico has reached alarming proportions;

"Resolved, that this congress is against such campaign being continued, and that the officers of the Pan-American Federation of Labor be instructed to make their best efforts and use all the powers at their command to have the differences between the United States and Mexico settled in a peaceful way, as the working people in Mexico will co-operate to that end."

President Gompers presided at the sessions of the convention, and was unanimously re-elected president.

In a newspaper interview prior to his departure for Amsterdam to attend a meeting of international trade unionists, he said:

"To my mind it would be the gravest wrong which could be inflicted on the people of the United States, as well as the people of Mexico, if the jingo spirit which is now in the course of manufacture would drive us into anything like armed conflict with Mexico.

"The President and his associates have negotiated a treaty of peace and in it established the covenant of the League of Nations, one of whose highest purposes is the settlement of international disputes by peaceful means and for the prevention of war. We cannot consistently advocate such high principles in our dealings with the European nations as provided in the covenant and then rush into armed conflict with Mexico."

"One Big Union" is German Ideal.

The Edmonton, Alberta, Canada, Free Press asks one big union advocates if they believe their constitution will be swallowed by so-called "pure and simple" trade unionists.

The Free Press is the official newspaper of the Edmonton Trades and Labor Council. It shows that the o. b. u.'s favor the building of a machine unequaled by the tightest trade union machine evolved from the wildest fancy of o. b. u. orators.

Under the one big union constitution conventions will be held every six months despite the criticism that trade unionists hold too many conventions.

"Think of delegates," says the Free Press, "attending conventions every six months for the purpose of electing officers. It is a joke. Such intelligence is offered 'pure and simple minded' trade unionists."

The constitution provides that the general executive board shall fill vacancies occurring on said board by choosing representatives from the same industrial division.

"This," says the Free Press, "is a beauty. It is complete autocracy. It would work thusly: Johnson, who is not prepared to turn loose all he holds and ignore the dictates of his own conscience, is removed by the machine in the district or central council. The executive board appoints their friend Jones.

"It is claimed that there is a complete recall system. The local unit may withdraw credentials of any officer, and, should the recall instituted by the local unit be warranted, the credentials shall be revoked and a request made that the executive board immediately fill the vacancy. The placing and keeping of this power in the hands of the select five is made complete."

The constitution further provides that if a union fails to secure the sanction of the general executive board and orders a strike, it does so on its own responsibility. The Free Press says:

"Well, seeing there are no strike funds to meet such emergencies, whose responsibility could it be?"

Despite the mass of generalities about "democracy," the o. b. u. constitution gives officials power that no trade unionist would dare advocate. This is shown in strikes where the central labor council or district board may refer same to the general executive board if it is "considered of sufficient importance to the workers." If the strikers' plea for aid is denied they may ask the general executive board to act, and then, if this board considers the matter of "sufficient importance" it shall call on the subordinate boards to again consider the matter, and if said boards then favor a strike "the general executive board shall be empowered to call a strike of all affiliated bodies."

Nowhere in the constitution is it provided that the rank and file shall have a direct vote in the calling of strikes—they must listen to speeches about the future while their officials decide whether wage and other movements of these workers is of "sufficient importance" to attract their attention.

The constitution is a perfect illustration of rulership from the top with this cheap attempt at autocracy camouflaged by attacks on the bona fide trade union movement.

Labor Turnover Large.

Employers who insist on efficiency in production might apply this theory after reading "Labor Turnover Among Employes of a Copper Smelting Company," by Paul F. Brissenden, and published in the current Monthly Bulletin of the United States Bureau of Labor Statistics.

It is shown that for every 1,000 full-time workers, 3,129 were hired and 3,633 left during the year reported. In another case 3,575 per 1,000 were hired and 5,101 per 1,000 left during the year.

"The remedy for this costly changing of labor," says the writer, "would seem to be a general and thorough improvement in working conditions as to safety, sanitation, etc., surrounding the employment of mine workers and smelter men.

"Quite apart from any humanitarian point of view, if the mining and smelting job is to be made more stable, it would seem that mining and smelting wages should be increased, hours reduced and working conditions improved to a point where the mining and smelting jobs become attractive enough, in comparison with other jobs, to keep the incumbent in it.

"It is an axiom that labor instability is caused primarily by labor discontent This discontent can never be completely allayed until and unless the workers are recognized as investors in the industry and therefore as entitled to a share in the determination of the conditions governing their work and in the management of the plant in which they have invested their strength and skill."

LABOR IN GERMANY.

(Continued from Page 7.)

Labor Review part one of this decree is as follows:

"Article 1. If the conditions for the conclusion of labor contracts between workers' organizations and individual employers or organizations of employers have been regulated through an agreement in writing (collective agreement), labor contracts between the interested parties shall be ineffective in so far as they do not conform to such regulations. Nonconforming contracts shall, however, be effective in so far as the collective agreement permits their conclusion or as they contain a change of working conditions more favorable to the worker and not explicitly excluded in the collective agreement. Ineffective provisions are to be replaced by the corresponding provisions of the collective agreement.

"Interested parties within the meaning of paragraph 1, are employers and workers who are parties to the collective agreement or members of the signatory organizations, or on the conclusion of the labor contract have been members of these organizations, or who have concluded a labor contract which refers to the collective agreement.

"Article 2. Collective agreements that have become of predominant importance in the development of working conditions in an occupation within the territory covered by the agreement may be declared generally binding by the Federal Labor Department (Reichsarbeitsamt). In such a case they shall, within the territory in which they are binding, also be binding, within the meaning of article 1, where the employer or worker or both of them are not interested parties in the collective agreement.

"In case of a dispute when a labor contract comes within several generally binding collective agreements, and without prejudice to a nonconforming decision of the Federal Labor Department, that collective agreement shall be considered as the governing one which contains provisions regulating the largest number of labor contracts in force in the establishment.

"Article 3. A declaration of the Federal Labor Department in pursuance of Article 2 shall be made only on request. Each signatory party to the collective agreement, as well as organizations of employers or workers who would be affected by the declaration of the Federal Labor Department, is entitled to make such a request.

"The signatory parties to the agreement must append to their request the original or an officially attested copy of the collective agreement. If the request is made by other organizations, the Federal Labor Department must obtain the original or a copy of the agreement from the signatory parties, who are bound to deliver it.

"Article 4. Any such request must be published by the Federal Labor Department in the Deutscher Reichsanzeiger. The publication must state the time limit within which protests may be lodged. The organizations which are signatory parties to the collective agreement shall, moreover, be requested to express their opinion.

"After the expiration of the time limit for protests the Federal Labor Department shall, after consideration of any protests that may be made, decide on the request, which decision shall be final. If it grants the request it shall simultaneously determine at what time the collective agreement becomes generally binding.

"Article 5. Generally binding collective agreements, with designation of the territory in which they are binding and of the date on which they become generally binding, shall be entered in a special register, which shall be kept by the Federal Labor Department or by an authority designated by that department in accordance with detailed regulations to be issued by it. The originals or officially attested copies of the collective agreements shall be preserved as appendices to the register.

"Inspection of the register of collective agreements or its appendices shall be free to anybody during regular office hours. Employers and workers for whom a collective agreement has been made binding by declaration of the Federal Labor Department may, moreover, demand from the signatory parties a reprint of the agreement, on payment of the costs.

"Entries in the register of collective agreements are to be published in the Deutscher Reichsanzeiger, and in such publication the provisions of Article 2 shall be pointed out.

"Article 6. If a collective agreement has been declared generally binding the provisions of Articles 2 to 5 shall also be correspondingly applicable in case of amendment of the agreement."

The laboring poor produce the means of life by their labor. . . . The idea is now gradually entering the poor men's minds that they may as well keep in their own hands the right of distributing the means of life they produce.—Ruskin.

WHALING OFF THE FALKLANDS.

Whale oil was formerly one of the principal oils used for illuminating purposes, but a good deal of its importance in this respect has been lost, owing to the competition of mineral oils. The increased demand in recent years for oils of all kinds for soap making and for use in the manufacture of margarine and other edible fats has led to a renewed demand for whale oil and a remarkable development in the whaling industry. Whaling has also been rendered more profitable than it was in former years through the employment of improved methods of dealing with the catch whereby practically the whole of the carcass is utilized.

In the North Atlantic and Arctic seas the principal localities where whaling is carried on are in the neighborhood of the Faroes, Iceland, the coast of Norway, and the Newfoundland coast. In the North Pacific the whaling industry is pursued off the coast of British Columbia and the islands of Alaska. Whaling enterprises are conducted in the southern hemisphere off the coast of Chile, from Durban, Natal, from Portuguese East Africa, and from the Seychelles; some of these, however, have been interrupted or have temporarily ceased during the war. But it is in the British colony of the Falkland Islands and its dependencies of South Georgia, the South Shetlands, Graham Land, and the South Orkneys that the greatest developments have taken place. The whaling waters of these seas are the most lucrative ever exploited.

Operations may be said to have begun in 1906, when a whaling and sealing company was formed in Buenos Aires, under the title of the Compania Argentina de Pesca, with an initial capital of $200,000. The enterprise started well, and 51 whales were caught in less than a month. The company made its working headquarters at Cumberland Bay in South Georgia, and the Falkland Islands Government issued a lease of the station. From this time the growth of the whaling industry at South Georgia was rapid, and leases have been granted to eight companies, three of which are British. All the companies but one have land factories, two companies sharing one factory; there are thus six land factories in South Georgia.

The leases are for a period of 21 years at an annual rental of $1,250, this sum giving the company, except in the case of the Compania Argentina de Pesca, the right to use two catchers in connection with the factory. For the further sum of $500 a license may be issued granting the use of a third catcher. Before the war only three companies were using third catchers. At present the situation is abnormal, and extra catchers have been authorized in accordance with the necessities of actual conditions. The Compania Argentina de Pesca, the oldest company, is in a slightly different position. In addition to its lease at Grytviken for $1,250 it leases Jason Harbor, near by, for $500 and is allowed to use in all four catchers.

The success of the early operations of the South Georgia companies led to an almost immediate establishment of similar whaling companies in other dependencies of the Falkland Islands and in the colony itself. In 1914-15, 10 companies were licensed in the South Shetlands and Graham's Land, with 13 floating factories, 1 land factory, and 32 catchers. Four companies were working in the South Orkneys with 3 floating factories and 7 catchers, and one company working 4 catchers had a land factory in the Falkland Islands.

With the growth of the whaling industry ordinances have been passed in the colony and regulations made with a view to controlling the operations of the whaling companies in the interests of the industry as a whole. These regulations have in view not only the laying down of the numbers of factories which may be licensed, the number of catchers they may employ, and the fees to be paid, but also the prevention of waste, by exacting that pressure boilers capable of utilizing the whole carcass be employed, and the conservation of the whales by forbidding the capture of any whale calf or any female whale accompanied by a calf. The employes of all the companies are almost without exception Norwegians.

IN URUGUAY.

While concentration of power in a few hands is proceeding apace in most European and American countries, those who believe with Thomas Jefferson that "that government is best which governs least" may see in the new constitution of Uruguay what is perhaps the beginning of a tendency in the opposite direction. For the first time in ninety years this South American republic has amended its organic law—or, rather, rewritten it—in the direction of a less centralized democracy. Under the new provisions the executive power is divided between the President and an administrative commission. The latter will have charge of public works, finance, instruction, labor, industries, charity and health. This combines the matters which, in the United States, are referred to our departments of the Interior, Treasury and Labor, with several subordinate bureaus. In Uruguay, the Administrative Commission, which will have supervision of such affairs, will be responsible only to the General Assembly, which corresponds to our Congress. The nine members of this body are to be elected, not appointed, for six years, one-third going out of office every two years as their successors are chosen. The indirect election of the President by the General Assembly is abolished, and the chief executive hereafter will be chosen by popular vote. He will retain the power to appoint and dismiss the Ministers of Foreign Affairs, War, Navy and Interior, and will present an annual budget to the Administrative Commission. Executive power is "delegated" to the President for certain definite purposes He remains commander-in-chief of the army and navy, but cannot exercise his command in person except with the consent of a two-thirds vote of the General Assembly. He is also prohibited from leaving the national territory for more than forty-eight hours without the permission of the legislative body. Students of political systems will watch with interest the development of these new experiments in statecraft.—New York Herald.

One man in every sixty in England is partially or wholly color blind, so at least the tests for the English mercantile marine seem to show. A noted professor maintains that the proportion is even larger.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

The strike of the cotton mills workers in Lancashire has been settled, the workers obtaining a 48-hour week and a 30 per cent. increase in wages.

The Chicago Federation of Labor voted down a resolution presented by representatives of the Cook County Labor party calling for an international conference of workers to which representatives of the Russian Bolsheviki, de Valera, the leader of the Irish Republic, and other radicals were to be invited.

The State of Wisconsin Industrial Commission is enforcing the State and Federal child labor laws. During the past year 130 cases involving accidents to children employed in violation of the child labor law were reported to the commission. In all of the cases the employers violating the law paid treble compensation to the injured minors.

The seventh biennial convention of the National Women's Trade Union League was recently held in Philadelphia. There were about 125 delegates in the voting body of the convention, representing localities from Salt Lake City to Boston. The League adopted the principle of proportional representation for its own elections and put the plan into immediate effect.

Many Austrian miners in West Virginia are leaving the country, and a labor shortage is imminent in many of the mines of that State. Other foreigners are preparing to return to their native lands when ocean transportation is opened up to the world. In Franklin County, Illinois, buttons bearing the legend "Stay in America," are being distributed to foreign-born miners.

Recently twenty-five colored washerwomen met in Madison, N. J., and formed a union. The women do not do washing at their homes, but visit the homes of wealthy residents on one day every week. The chief object of the union, which is headed by Mrs. Eliza Hill, is to secure a wage of $2.50 for a six-hour day. Formerly the washerwomen got $2 for a day of no specified length.

The Women's Democratic Political League of New York adopted resolutions requesting the district attorney of New York County to appoint a woman lawyer "familiar with the trial of similar cases and the practice in the criminal court on his staff, and thereby earn the gratitude of the many earnest women interested in their sex." The resolution was based on the fact that many crimes are committed by women in a city of the size of New York, and hence the women felt "that the women should have one in the office of the public prosecutor in whom they may repose their confidence."

The strike of telephone operators in Pacific Coast cities has been settled on the following principal points: (1) Recognition of the telephone operators' union. (2) Establishment of adjustment boards composed of equal representation from the union and the company to pass on all grievances. This board is established to prevent any discrimination on account of union affiliation. (3) Provision for a twelve-month agreement for both electrical workers and telephone operators. (4) Increased wage scales for both operators and electrical workers. (5) Assurance of the payment of retroactive wages from January 1.

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Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Abrahamson, John
Abeson, P.
Akkoson, Erik
Akerstrom, O. R.
Akerson, Adolf
Andersen, Rasmus
Albertsen, Hans
Albrigtsen, G.
Andersson, F.
Andersson, S.
Andersen, Albert H.
Antonsen, A. G.
Anderssen, Gustof
Anderson, Julius
Anderson, J. E.
Andreassen, Olof
Anderson, John N.
Anderson, John
Anderson, Harry
Andersson, W.
Anderson, Rasmus
Alton, Nester
Axdal, O. S.
Aune, Edward

Bogley, F.
Bassen, G.
Bakby, Chris
Ballah, Lee
Berg, Wm.
Berg, John
Bergvist, Axel
Bendixon, Hans
Berglin, Ivor
Bodie, Wm.
Borgen, Arne
Bolstad, A.
Bloomgren, A.
Blendheim, A.
Birkland, Hans J.
Bratt, F. H.
Brown, John J.
Bruce, Albert
Bund, Nils
Burns, C. L.
Burgess, J. W.
Bjorseth, K.

Carlson, Gust
Carruthers, M.
Carlson, Eric
Carlson, Carl A.
Casperson, Carl
Carlson, Gustaf A.
Corstensen, C.
Carlson, Chas. H.
Camino, C. C.
Carlson, Oscar
Carlson, Martin
Cartveil, Carl C.
Christensen, K.
Christoffersen, H.
Chester, E.
Christensen, O.
Cristopher, F.
Chester, E.
Corron, G.
Comstedt, E.

Dahl, P.
Danielsen, O.
Dahl, John
Davies, Harold
Dehler, Fred
Dunn, W. G.
Douglas, W.
Dreyer, T.
Dulland, C.
Dutton, H.
Dunn, C. O.

Edston, F.
Edwordsen, John
Erikson, Einar
Ekstrom, G.
Eriksen, John
Eriksen, Otto
Engberg, O.
Ersner, I.
Erikson, Erik
Erikson, Nils
Ericson, E. R.
Ekdahl, F.
Ekendahl, W.
Enoksen, A.
Ellingsen, E.
Elstad, J.
Elize, Karl
Elling, A.

Fagersvedt, O.
Forsvaag, C.
Feidji, J. A.
Fuidge, E. W.
Flotten, J. G.
Flemming, M.
Franson, O.
Franzell, A.
Frynell, N. W.
Frederiksen, J.

Gabrielsen, P.
Gittler, Karl
Gibson, Geo.
Gibson, Wm.
Grau, Aksel
Granroos, E.
Greiphan, P.
Gusjaas, O.
Gustafson, T.
Gulfeldt, A.

Hansen, Olaf
Hansen, A.
Hasvold, Paul
Halst, H.
Hansen, John
Hansen, Jorgen
Hansen, G. E.
Haltness, M.
Holseth, Ed.
Hanson, Peter
Haraldson, John
Hendricksen, H.
Herlitz, Ivar
Hernes, C.
Iversen, A.
Henricksen, E.
Helvik, F.
Herring, A.
Hill, F.
Holmberg, E.
Howard, Geo. W.
Holland, J.
Holstrom, O.
Holst, H.
Hope, M.
Holm, A.
Holmquist, E.
Huber, C. L.
Ingelbretsen, O.

Jacobsen, Johan
Janson, E. A.
Jacobsen, K. -2127
Jensen, H.
Jensen, C.
Jensen, P.
Jensen, N.
Johnson, E.
Johnson, H.
Johnson, Knut
Johansen, C. -2097
Johanson, Jakob
Johnson, A. W.
Jonas, A. H.
Johansen, Karl
Johnson, Oscar
Johnson, A.
Johansen, Knut
Johnsen, Adler
Johnsen, Angell
Johnson, Peter M.
Johansson, Charles
Johanson, Adolf
Johnson, John
Julius, P.

Karlsen, O.
Kaleva, J.
Kasti, H.
Korsama, N. J.
Karlson, G. A.
Karlstrand, G.
Karlsson, E.
Keeney, F.
Koppen, Olaf
Kipper, H.
Klintberg, S.
Kristensen, K.
Knudsen, A. J.
Kroon, A. W.
Kristiansen, J. A.
Kurkanen, E.

Larsen, C. A.
Lutzen, W.
Lampee, F.
Lui, T.
Larsen, Nils
Larsen, Arne
Larson, G.
Larsen, H.
Larsen, Hans
Larsen; Ludwig
Larsen, E. G.
Leeuwan, A. V.
Lesse, C.
Lee, C. A.
Lidsten, C.
Ligoski, J.
Levine, B.
Licht, P.
Loken, C.
Loventz, B.
Lux, C.
Leiravaag, H. J.
Lund, E.

Morken, M. L.
Magnusson, L.
Martinsen, I.
Mattsson, H.
Mardison, A.
Mangsted, J.
Malone, B.
Martinson, H.
McPherson, J.
McGuire, J.
McLeod, A.
McGregor, J.
McLeod, John
McPherson, R.
McCoy, J.
McDonald, Wm.
McDonough, E.
Mekelson, C.
Melder, A.
Miller, F.
Mikkelsen, K. -1620
Miller, A. M.
Miettener, J.
Michelsen, H.
Mickelsson, E.
Morrison, W.
Mortensen, K.
Moor, T.

Ness, J.
Ness, H.
Nelson, Geo.
Newman, J.
Nelson, Axel W.
Nelson, Carl
Neilsen, George
Nelson, Nils H.
Nimen, August
Nilsen, Hans L.
Nilsen, Andros
Nurhoven, E.
Nord, C. W.
Nordfeldt, T. F.
Noven, Berent
Nyman, John E.

Oberg, Joe
Ohlson, B. -597
Olsen, Ole
Olsen, Albert
Olsen, Ferdinand
Olson, John
Olson, Hjalmar
Olsen, Herman
Olsson, John H.
Olsen, Emanuel
Olson, E.
Olsen, Ole D.
Olsen, Nic
Olnes, L.
Otterspeer, Wm.

Plantiko, W.
Ponchek, C.
Pallisen, K.
Petterson, Herman
Peterson, P.
Pederson, Halvor
Pelta, H.
Permin, J. C.
Peters, F.
Petterson, Adolf
Pettersen, P.
Pearson, Gustav
Pestoff, S.
Pedersen, Carl
Pederson, P.
Pederson, Karl
Petteson, Oscar
Pepione, Joseph
Powell, Hamilton
Punis, Anthony

Rasmusson, Christ
Reinhold, G.
Replinca, A.
Ringdal, O.
Ring, W.
Rosenthal, W. J.
Roon, O.
Ronning, H. G.
Runnquist, G.

Sandberg, Otto
Sabanes, P. T.
Salo, John
Sears, G. L.
Selen, Gustof
Sebjohnson, S.
Schwarzicus, W.
Shoberg, Johan
Sorger, E.
Solwer, B. M.
Solberg, Olaf
Simmons, John
Simonsen, H.
Smeland, E.
Stolzerman, E.
Strand, C.
Stentez, R.
Stiffler, Ray
Swanson, Chas. I.
Swanson, William
Swanson, John
Sundby, Emil
Svendsen, John A.
Sverdrup, T.
Sunde, K. A.

Talu, John J.
Tupper, A. E.
Tangerwos, Ole
Toyra, A.
Tuorilla, J.
Tornquist, H.
Tonneson, A.
Torgersen, Ed.
Tyrrell, J.
Torvig, O.
Thorsen, Herman
Thorson, Victor
Thorn, Arvid
Thorsen, Hans
Thomas, J. E.
Thorsen, Carl
Troverson, Louis

Voigt, Arthur
Vesgaard, Hans

Wadham, C.
Wallgren, F.
Wall, W.
Weld, L. A.
Westergren, W.
Ween, O.
Williams, John
Williams, T. C.
Wirta, George
Wiger, J.
Wilson, Gus
Welner, Fred

Yansen, Emil
Yorkwell, Anton
Wullum, J.
Zelink, Arthur M.

Aberdeen, Wash , Letter List

Anderson, Andrew
Andersen, Olaf
Augustin, H.
Barnard, O. W.
Barrot, G.
Bengtson, S.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Carlson, Osc.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Jansson, Stefan
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johanson, Stefan
Johannessen, Alf.
Johannessen, Jonas
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Malmberg, E.
Martinson, Adolph
Meiners, Herman
Miller, F. W.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olesen, W.
Olsen, J. C.
Olson, A.
Olson, W.
Olsen, Alf
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Smyth, J. B.
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INFORMATION WANTED.

Members of the crew of the "John A. Kirby," who have not already filed their claims, should communicate with the undersigned. I have made arrangements to file claims for families of seamen and officers who were lost by submarine activities during the war; also for seamen who were injured by torpedoes, etc., or who were taken into Germany as prisoners. Such persons should communicate with me at earliest convenience in order to have their claims filed with the State Department. Silas B. Axtell, One Broadway, New York. 7-23-19

The Public
A Journal of Democracy

Poverty is A Crime!

IT isn't a crime to be poor, any more than it is to be murdered. The poverty-stricken man is not a criminal. He is a victim of a crime for which others as well as himself are responsible. Henry George 33 years ago gave a lecture before the Knights of Labor the title of which was

"The Crime of Poverty"

It has since become a classic and has touched the spark of ambition in the hearts of thousands of men and inspired them to better things.
You can get a copy of this gripping lecture, well printed in a neat, cloth-bound book, and THE PUBLIC, A Journal of Democracy, for 13 weeks for only 65 cents. Let THE PUBLIC be your interpreter, as it is for many of the great liberal thinkers of the day: Brand Whitlock, U. S. Minister to Belgium; Wm. C. Colver, Federal Trade Commissioner; Ray Standard Baker, and hundreds of others.

Frank P. Walsh, Joint-Chairman of the National War Labor Board says:
Every worker in America should be a subscriber to THE PUBLIC. All lovers of justice are striving toward the same end. THE PUBLIC points the way.

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122 E. 37th St., New York City

Portland, Or., Letter List

Anderson, Albert
Anderson, C.
Ahren, Wm. J.
Aimer, Robert
Backman, Peter W.
Bjork, Rudolf -2206
Bohm, Franz
Christensen, H. P.
Cunningham, G. F.
Dahl, Louis
Doehring, Otto
Duret, J. E.
Elkland, Ole
Ellegaard, M.
Elliot, Austin A.
Guildersen, W. E.
Geiger, Joe
Graaf, John D.
Hanson, August -1134
Harding, Ellis
Hartman, Fritz
Hatland, A.
Hauschild, B.
Henriksen, Geo.
Hogstrom, Karl I.
Huber, C. L.
Johansson, Charles -2407
Jorgenson, Earl
Jensen, H. T.
Jespersen, Martin
Johnson, C. A.
Jordan, H. S.
Kase, A.
Kaskinen, Albert
King, J. A.
Knofsky, E. W.
Kristiansen, Wm. A.
Laatzen, Hugo
Larsen, C. J.
Larsen, Hans
Larson, C. -1632
Lehtinen, Armas W.
Lindner, John
Melgant, F.
Miller, Harry
Mikkelsen, Harry
Murphy, Francis Leo
Newkirk, Clifford
Nordman, Alek
Nielsen, Jens
Nilsen, Chas.
Nielsen, W. -1000
Nelson, Harry
Ogilvie, Wm. A.
Ohlson, J. A.
Olson, John
Olson, Chas.
Pope, Herbert
Paulsson, Herman
Petersen. Anton -1675
Petesen, Knut
Petter, G.
Rensmand, Robert
Ringdahl, Ole
Ross, Geo.
Ruisgaard, Soren
Ruud, Ole H.
Samuelsen, S.
Sandstrom, Olaf
Schmeltning, Max M.
Schroder, August
Sibley, Milton
Siebert, Gust
Swenson, C. E.
Thompson, Walter
Thoresen, Ingwald
Tuhkanen, Johan J.
Wold, Frank
Wood, E. E.
Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.
Hanson, August -1134
Holmstrom, Carl A.
Houge, Anion
Johnson, Pett
Johnson, Pontus
Kennedy, James Rea -1287 (package)
Kennedy, James Rea
Magail, Michael
Martinson, Adolp
Martinsson, E.
Meyer, Karl
Nielsen, Alf. W. -1054
Person, Fritz
Petterson, C. H.
Sevpried, M. -2962
Swansen, Carl

San Pedro Letter List

Aagard, Anfin
Aalto, Harry
Altman, E.
Anderson, Gust
Annes, Robert
Ako, Jack
Anderson, Sven
Anderson, Frank
Amundsen, Pete
Andree, E. A.
Baggs, H. L.
Billington, J. A.
Bergh, B.
Berglund, E. J.
Bernsson, Berger
Brown, Parry
Brandes, W. M.
Bruce, Albert
Breien, Hans
Carier, Peter
Corregsona, Vincent
Craig, Thomas
Davis, Orville
De Nord, J.
Larsen, Martin
Lato, Ely
Lagerwold, M.
Lechemus, Bill
Lindholm, Chas.
Lindstrom, J. A.
Linden, Chas.
Middling, J. M.
Malmberg, Ellis
Mamers, Chas.
Martinsen, George
Magnusen, Karl
Monterro, John
Nelson, Harry
Ole, Olesen
Olsen, O. W.
Olsen, Martin
Olsen, Nick
Osterhaff, Henry
Petz, Fritz
Petersen, Hugo
Peters, Joseph
Raaum, Henry
Ragmund, Frank

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

The army of fighters has achieved its purpose.
The army of savers must remain in "action."
"Carry on" to a lasting peace under the banner of W. S. S.!

Eklund, Waino
Evensen, Ed.
Exlesan, Herman
Falvig, John
Forsman, Nils
Fraser, Alexander
Fickle, Omer
Granthal, Arthur
Graners, Gust
Gunnerud Torvald
Grundwald, Alvis
Grassen, Yan
Greenwald, John E.
Hansen, Olaf
Halmstrom, F.
Haeik, A.
Hagberg, Aksel J.
Holm, Nils W.
Hyon, L.
Johannsen, Fred
Johannson, N. A.
Johanson, John
Johanson, Fritz
Johanson, J. A.
Johansen, Carl
Jones, Erest L.
Johnson, J. E.
Johnson, George
Jonasen, J.
Jensen, Jens
Larsen, Johan -1542
Raytke, Otto
Roed, H.
Roed, L. A.
Rosenblad, Billy
Rosenthal, Walter
Samson, Louis
Scurankesken, Merinius
Skogberg, J.
Smeborg, Olaf B.
Smith, Emil
Stolzerman, E.
Stratten, M.
Sanders, Chas.
Swanson, Ben
Sheild, Oscar
Thompson, Alex.
Thompson, Maurice
Thorntund, J. N.
Tiller, Edw.
Thoren, E. A.
Toivonen, F.
Tysk, J. H.
Vizcarra, Oscar
Wrigg, F.
Wilhalmson, Karl
Wahl, J.
Wiklund, T. J.
Wichman, Carl H.
Yeaman, W. E.
Zunderer, Heo

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

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will be specially represented at Washington and will analyze and present the news from the capital truthfully and fairly. Senator La Follette is making a real fight to lift some of the tax burdens from the common people and place them where they belong — on excess profits, war profits and surplus fortunes and incomes. Because of this he is being attacked more bitterly than any other man in public life.

Send in your order today.

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INFORMATION WANTED.

I am representing most of the crew of the S. S. "J. E. O'Neil," in the matter of their claim for salvage services rendered to the steamship "Oregon" on or about January 19, 1918, about 300 miles off Honolulu. The following awards were made to the vessels which assisted in the salvage operations: Steamship "Lurline," her master, officers and crew, $18,000; steamship "President," her master, officers and crew, $1750; steamship "J. E. O'Neil," her master, officers and crew, $6872. One-quarter of the $6872 was allowed to the master, officers and crew of the "J. E. O'Neil." All those members of the crew who have not yet filed their claims should do so at once in order that the claims of the entire crew will be presented at the same time. Silas B. Axtell, One Broadway, New York. 7-9-19

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room J, New York City.

Home News

The War Department announces that a market is to be found in the United States for food supplies still held by it. These include 250,000,000 pounds of canned meats and 100,000,000 cans of vegetables.

The bill granting permission for the construction of a vehicular tunnel under the Hudson River between New York and Jersey City was passed by the lower house of the New York Legislature without a record vote. The measure has already passed the Senate.

J. Walter Widmeyer, a Western Maryland railroad conductor, who sued the United States railroad administration for $75,000 damages for a broken neck, has been awarded $65,000 in the Federal court. The plaintiff suffered the injury while he was making up a train.

Two additional airplane patrols for national forests have been established during June. They are operated from Mather Field, near Sacramento, Calif., operating over the Sierras. A trial patrol recently undertaken was successful in detecting fires in heavy timbers at elevations of from six to ten thousand feet.

In urging Federal regulation of the meat packing industry, Clarence Ousley, acting secretary of the Department of Agriculture, pointed to the difference now being paid by the packers for livestock and the very high prices demanded of the consuming public for beef products. The Federal official shifts the blame for present conditions to the retailer.

A New Brunswick, N. J., local auto tire company will give free life insurance to every person in its employ as a recognition, it is stated, of the employees' loyalty to the company during the war. Under the terms of this "generous" gift the dependents of a deceased employee will receive $1200—if the said employee has worked "uninterruptedly" for 10 years or over. Unionists suggest that the best recognition of employees' loyalty is wage increases that would permit them to cope with high living costs instead of waiting till they die.

Without debate the Texas Senate has adopted a concurrent resolution calling the attention of the President and Congress to the "guerilla warfare that has prevailed along the Texas-Mexican border since 1875," and asking the Federal Government, if it cannot protect the border, to "accord to Texas that liberty of action" in protecting its citizens that the republic of Texas enjoyed prior to the time that it "in good faith became a State of the Union." The object to be attained through such "liberty of action," according to the resolution, is "that Texas may take such steps as may be necessary for the protection of its border."

During the nineteen months that the United States was actually at war, the postal savings deposits in this country forged ahead $34,000,000, according to a statement made public recently by the Postoffice Department. On March 31, 1917, a week before war was declared, deposits in the United States postal banks totaled $125,424,686. On October 31, 1918, eleven days prior to the signing of the armistice, they had increased to $159,670,830. It is pointed out that these savings were made in the face of four intensive Liberty Loan campaigns, and an almost continuous drive for the sale of thrift stamps and war savings certificates.

Domestic and Naval

The Job Shipping Company of New York has purchased the entire stock of the Machias Ship Construction Co., Machias, Me., and taken charge of the property. The plant builds wooden schooners.

The Bureau of Navigation, Department of Commerce, reports 265 sailing, steam, gas, and unrigged vessels of 405,591 gross tons built in the United States and officially numbered during the month of June, 1919.

The British steamer "Rio Preto," ex "Birmingham," 4,026 tons gross, 2,564 net, carries about 6,820 tons deadweight, built at W. Hartlepool in 1901 and owned by the London-American Maritime Trading Co., London, has been sold to the British Linen Bank for about £100,000.

The U. S. Steamboat Inspection Service has rescinded all previous rulings on acetylene, which may now be transported on steamers carrying passengers when contained in cylinders that meet in all respects the requirements of the Interstate Commerce Commission with regard to the transportation of this commodity.

The accounts of the British shipping firm, Elder, Dempter & Co., for the calendar year 1918 show profits of £408,529 18s., plus £83,630 15s., brought forward from 1917. The total dividend on ordinary shares is at the rate of 10 per cent., and after transferring £50,000 to general reserve, there remains a balance of £119,785 4s. to carry forward. The company's capital amounts to £3,135,000, of which £1,200,000 is in preference shares. Debentures outstanding amount to £2,000,000, and shipping investments to £6,201,691. The dividend for last year compares with 10 per cent. for 1917 and 1916, 9 per cent. for 1915, and 8 per cent. for 1914.

Demobilization of the navy is progressing satisfactorily, according to a Navy Department announcement. A total of 316,554 enlisted men have been discharged since the armistice was signed, of which 94,306 were enlisted men in the regular service and 222,248 were members of the reserve force who were released to inactive duty, subject to call. More than 22,500 reserve officers have been returned to civil life and 7124 still are on duty. There still are 70,000 enlisted men on the reserve force on duty, most of them aboard transports. It is expected all of the reserve officers and men remaining in the service will be released within two months.

Financial control of the Cramp Shipbuilding Co., Philadelphia, is said to have passed to the banking firms of Chandler Bros. & Co. and Hayden, Stone & Co. It is rumored that the new dominant factors will seek to retire the voting trust by payment of the 5 per cent. serial notes in advance of maturity. There is less than half a million dollars of these which are callable at 102½. Of the capital stock of $6,098,000, $5,756,000 is held in the voting trust. It is planned to merge the Cramp Co. in another company to be known as the American Trade & Shipping Corporation. The new company would have a capital of $46,000,000 and would absorb the Cramp stock on the basis of five $46 shares for one, or $230 a share for Cramp's. The Kerr Navigation Co. is spoken of as a member of the merger.

The San Francisco Savings and Loan Society
(THE SAN FRANCISCO BANK)
SAVINGS COMMERCIAL
526 California Street, San Francisco, Cal.
Member of the Associated Savings Banks of San Francisco
MISSION BRANCH, Mission and 21st Streets
PARK-PRESIDIO DISTRICT BRANCH, Clement and 7th Ave.
HAIGHT STREET BRANCH, Haight and Belvedere Streets

JUNE 30, 1919.

Assets	$60,509,192.14
Deposits	57,122,180.22
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,387,011.92
Employees' Pension Fund	306,852.44

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Abbors, Arne
Aberg, Einar
Adams, Arch
Adams, Christ
Adolfson, Frits
Ahlburg, Max
Ahlfors, Arthur
Ahokas, I.
Akerman, V.
Alfredsen, A.
Algren, W.
Alliar, W.
Alto, Valno
Andersen, Olaf
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin
Andersen, Tho.
Anderson, Geo.

Baak, M.
Bang, Anker
Barentse, J.
Beck, John A.
Benson, S. -986
Bensson, Helge
Berg, A. F.
Bergesen, Berger
Berglund, Emil J.
Bergstrom, Axel
Bergstrom, I. M.
Berseth, R. J.
Bjorklund, Eric
Bjurlund, N.
Bock, Jimmy

Cameron, James
Carlson, Gus
Carlson, Julius
Carlson, J. -861
Carlson, Gunnar
Carlson, E. S. -1769
Carlsson, August
Catechis, L.
Chavez, Mariano
Christensen, H. P.
Christensen, Louie
Christensen, H. C.
Christensen, R. H.
Christensen, Christian
Christoffersen, G.

Dahlgren, W. A.
Dahlstrom, Sven
Darrah, K.
Deneen, H. A.
Deswert, W.
Devenay, Ed.
Dommelen, G.

Eads, Joe
Edmonds, John
Edwardsen, Ole
Einartsen, Hans
Ellis, Frank L.
Ellison, Sam
Elo, Frank
Engstrom, Ben
Engelbregtsen, C.
Enstrom, C. M.
Erbe, Lewis

Fagerly, O.
Falbom, Albin
Farevaag, C.
Feleh, W.
Ferguson, E. A.
Fernandez, G. L.
Fernstrom, Fred
Figved, Sigurd

Gardell, Joe
Geer, A. J.
Gill, Ivar
Goodmans, G.
Graham, Eric
Greenfield, W. J.
Grundel, W. C.
Gruntman, H.

Hakala, J.
Hakala, Paavo
Halley, W.
Hanson, Carl
Hanson, August
Halversen, Erling
Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hannesen, K. J.
Hansen, J. -2354
Hansen, J.
Hansen, Kristen
Hansen, H. M.
Hansen, M. -968
Hansen, R.
Hanson, Kay S.
Hanson, Frank
Harbst, J. D.

Anderson, R.
Anderson, Andrew
Anderson, Edw.
Anderson, Martin A.
Andersson, Chaheles
Anderson, A. -2031
Anderson, Julius
Anderson, Emil J.
Anderson, Axel
Anderssen, Hans C.
Andersson, J. -1246
Andersson, Gotfried
Andree, Alfred
Angelback, Geo.
Antonsen, Arthur
Aro, Kalle
Asberg, Chas.
Augustine, Anth.
Axelsen, H.

Borgesen, L.
Bos, J. -2330
Bosshard, Henry
Brady, B.
Brandt, B.
Bratt, Fred
Bratt, W.
Brevick, Johan
Browne, Chas. B.
Bugel, J.
Bunting, A.
Burns, Allan J.
Burnsey, C.
Bursett, B.
Bye, Alf.

Christenson, Einar
Clark, Chas. R.
Cliffe, Louis
Clingan, Paul
Clausen, Louis
Coleman, W.
Colville, Geo.
Conigan, R. B.
Connors, W. C.
Correro, T. R.
Corrigan, R.
Corron, G. R.
Cowell, E. W.
Crawford, T. A.
Craig, Thos.
Crowley, Fred

Douglas, Sam
Dreyer, Jack O.
Dumas, C.
Dunham, Chas.
Dunkel, E.
Dunn, W.
Dwyer, E. J.

Erickson, A.
Erickson, John
Erikson, Chas.
Eriksen, Ole
Erikson, Gustaf E.
Eriksson, J. Edw.
Ertman, E.
Eskelinen, Erkki
Esplund, Fred
Essen, C. A.
Even, Frank

Fihlman, Luoi
Flinkenberg, Uno
Forslund, Fred
Forsman, Geo.
Fraser, Alex. V.
Fredrikson, F. O
Frost, Peter

Grussman, G. A.
Gullaksen, Hans
Gundersen, N. F.
Gundersen, Ole
Gundvaldsen, Ing.
Gurman, K. -1215
Guthrey, Raymond

Harlow, John
Hartwig, W.
Hawkins, I.
Hayes, Jack P.
Heldahl, T.
Heino, August
Helin, Paul
Helindahl, A. -1487
Hellsten, G. -2168
Henrikson, V.
Hicks, Jim
Hilli, Albert
Hjerling, Hj.
Hobbs, F. A.
Hoffman, G. I.
Hoglander, M.
Holmgren, G. J.
Holmgren, Carl
Horner, A.

Howard, G. W.
Huber, C. -2846
Hull, H.

Ibsen, N. M.
Ingebretsen, Alf.
Iversen, Iver

Jack, Pon
Jacobs, F.
Jacobsen, Jacob
Jaderholm, H.
Jansen, W. J. H.
Jansson, Hj.
Jansson, Frederik
Jansson, K. H.
Jensen, Henry
Jernberg, Alfred
Jewell, Albion
Johansen, Hans
Jonansen, C. -1593
Johnson, John
Johanson, Carl
Johanson, Karl -2094
Johanson, Arvo
Johansson, E. -2715
Johansson, J. -880
Johannessen, Karl
Johnson, T. A.
Johnson, Frank
Johnson, Matt
Johnson, Norman
Johnston, Leslie
Johndahl, H. C.
Johnston, James
Jonsen, H. -2213
Jorgensen, H. F.
Jorgensen, Jorgen

Kaasik, Aug.
Kaholemoku, W.
Kallberg, Arvid
Kane, John
Karlgren, Gust
Karlsen, Martin
Kasper, Walmar
Kasperson, E.
Katehes, Constantino
Keeney, F. W., Jr.
Kennedy, J. R.
Kessa, Theo.
Kinamon, Jack
Kinghorn, Frank
Kirknam, Geo.
Kirrppin, M.
Kive, K.
Kivekas, John
Kiyanno, F. W. E.
Kjellander, Ben
Kjellberg, A. C.
Kilnk, Alfred
Knechtman, W.
Knutsen, Karl
Kokki, Emil
Koluin, Oscar
Kolustow, A.
Kooistra, S.
Krishjan, K. W.
Krisjan, A. W.
Kristensen, A. -1095
Kristiansen, Nils
Kristoffersen, G.
Kristoffersen, A. B.
Krumholt, W. -1345
Kulbom, Oskar

Laine, J. E.
Lamberg, H.
Langworthy, E. C.
Landrigan, W.
Larsen, Kaare
Larsen, L. H.
Larsen, K. -1560
Larsen, J. -2012
Larsen, Albin
Larsen, C. A. -1904
Larsen, H.
Larsen, Johannes
Larson, Allen
Laugsen, Ola
Leathers, L. E.
Lefter, John A.
Lehtonen, J. O.
Leirevaag, H. -2213
Leskinen, John
Lewis, Wm.
Lewis, W. A.
Lilliegren, Douglas
Lindblad, L. Gust.
Lindner, J.
Lindquist, Gordon
Lindroos, A. W.
Ljung, Gus.
Loberg, Bror
Locke, A.
Lofgren, R.
Loining, Herman
Long, Karl
Loughrey, C. W.
Lund, F. -2010
Lund, H. K.
Lundberg, A. E.
Lundberg, Oskar
Lundkvist, Frans
Lundroth, Edvin

Machado, F. A.
Mahler, Hans
Maldonado, A.
Martin, John
Marcqwardt, C. -2106
Markus, B.
Mathis, H.
Matheson, A. -2245
Michelson, John
McNeil, D. R.
McNeill, S. R.
Melander, G. L.
Melder, A. -2085
Mescall, Matt
Mettson, Carl
Meza, Leonardo
Mikkelsen, Olaf
Miller, William
Miller, Gerald
Miller, John
Morisse, Henry
Morris, O. R.
Morrison, Ph.
Mortinsen, Geo.
Mortensen, -2191
Mottemeyer, J.
Mullins, John
Munch, Hugo
Murmi, Victor

Neindorff, F. R.
Nelsen, Rangvald
Nelson, A. W.
Nelson, A. M.
Nelson, J. -1013
Nelsson, Ernst C.
Ness, Erling
Neuman, Alfred
Nielsen, C. -1314
Nielsen, K.
Nielson, Herman
Nilsen, Edon
Nilsen, J. -1481
Nillsen, Jens
Noblance, Louis
Nordback, Hj.
Nordenberg, Alfred
Nyman, Oskar

Ohlsson, O. -1069
Olaffson, Melch
Olafsen, O. B.
Olsen, Arthur
Olsen, Peter
Olsen, Karl
Olsen, Olaf
Olsen, Ferdinand
Olsen, Emil
Olson, A. W.
Olson, John
Olsson, Axel
Olsson, C. O.
Oseberg, Ansgar
Overwick, Th.

Pedersen, C. -1286
Pedersen, James M.
Pedersen, Peter B.
Pehkola, Ed.
Pendlebury, Tom
Perdok, A. -1861
Perkins, J. W.
Persson, Martin
Persson, Edw.
Persson, O. W.
Peters, Joseph M.
Peters, Chas.
Petersen, Arthur H.
Petersen, Hilmar A.
Peterson, L. -1389
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News from Abroad

The annual report of the Liverpool municipal street railways shows a net profit of $824,005 for the year 1918; $681,310 was distributed to the public fund.

It has been reported from London that opposition on the part of the conservatives to the nationalizing of the British mines is growing, and there may be a Unionist split if the Government accepts the report of the Sankey Commission recommending that step.

The Government of New Zealand has established an extensive hydro-electric plant at Lake Coleridge, from which the city of Christ Church gets full lighting for the city streets at 1¼c. per unit. The city supplies current to private parties for lighting at 7c. per unit, and for industrial purposes at 1½c. per unit.

Four reports of the Coal Commission, which has been considering nationalizing the British mines, have been published. The main report is signed by Justice Sir John Sankey. It alone recommends immediate legislation for acquisition of mines, royalties for the state, and for owners to receive just compensation.

At its recent conference the Manchester (England) Liberal Federation urged that the House of Commons be elected by proportional representation for a term not exceeding five years, an earlier dissolution being dependent upon a special resolution after notice carried by a majority of the whole membership of the House.

The Government of New Zealand is appropriating very large sums for the construction of government railroads and highways. In addition 65 millions are to be expended on a government development of water power. Construction is to be extended over both islands. The entire scheme provides for a total length of 1,112 miles of main transmission lines and 309 miles of branch mains to supply disconnected main sub-stations.

An extensive scheme for the improvement of the telephone system, which was acquired by the Government just before the war, is about to be put into effect by the British Government. Inside of less than three years, it is estimated, all telephone lines will be underground. Connecting lines are being built to unify what were previously disconnected private systems and new lines are being extended to territory which has hitherto been without service.

The farm school of the American Army university established at Beaune, France, for members of the A. E. F. has an enrollment of more than four thousand soldiers. In one week of April, twenty specialists from agricultural colleges at home lectured or gave short-course talks to more than 25,000 of the soldiers. In most of the military units reached by these speakers, farmers' clubs were organized. In one regiment the enrollment was more than 1300.

Under the new law for the management of Post Telegrams and Telephones which are operated as one system by the Government of Uruguay, 80 per cent. of the profits are used for extension and improvement and 20 per cent. in bonuses and institutions for welfare of employes. Three members of the governing council of five are named directly by the Government. Two are chosen from a list of ten employes drawn up by the executive council of the Postal administration.

With the Wits

"Does it take much pull to get a berth under the government?"

"Some. Do you want a sleeping car reservation or a job?"—Louisville Courier-Journal.

"How the Blanks could afford to give such a grand dinner I don't understand," said Mrs. Blunderby to her guest. "It was really a most presumptuous repast."—Cleveland Press.

"What do you think of the league of nations?" "It's something like the new house we have been building. We are confident that if we can ever get it finished it will be worth all the trouble and expense."—Washington Star.

Gramercy—You promised to cut down on your expensive finery, but your bills are worse than ever.

Mrs. Gramercy—Be reasonable, my dear. No woman could ever stop wearing things when they put a luxury tax on them.—New York Globe.

Park Orator—An' I tell yer that all them millionaires' money is tainted—all on it!

Unconvinced Person—'Ow d'ye mean, "tainted"?

Park Orator—Well, 'taint yours an' 'taint mine, is it?—London Sketch.

"How long should a man keep his arm around a girl, do you think?" asked the sweet young thing. "Until he hears his wrist watch strike," replied the young man in khaki. "Why, wrist watches don't strike, do they?" "Of course not."—Yonkers Statesman.

Ex-President Taft relates an amusing experience that befell him while he was touring the country in the interests of the league of nations. He had just finished a speech and it was necessary that he make the last train out of town in order to keep his next day's engagements. "Cabby," he cried, "I'll give you five dollars if you get to the station in time for me to make that train." "Jump in boss," yelled the cabby, with visions of the princely fee daneing before his eyes. "I'll get you there in time or break your neck."

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VOL. XXXII, No. 48. SAN FRANCISCO, WEDNESDAY, AUGUST 6, 1919. Whole No. 2550.

FACTS ABOUT STRUGGLING RUSSIA

Who is Responsible for the World-Wide Campaign of Misrepresentation?

The organized workers in the allied countries of Europe have repeatedly called upon the respective governments to withdraw their military forces from Russia.

In America Senator Hiram W. Johnson has persistently and fearlessly voiced a demand to the same effect. The recent American Federation of Labor Convention also expressed the conviction that the United States should withdraw all its troops from Russia "at the earliest possible moment."

In view of these demands the article on this page is most timely. It is written by Mr. Jerome Davis, who was secretary of the International Committee of the Y. M. C. A. in Russia for two and a half years, and had charge of all the Government relations for the Y. M. C. A. up to October, 1918.

The campaign of misrepresentation about Russia shifts from month to month. First, America was offered the Bolshevik-German Agent theory, which was boomed by the publication of the Sisson documents. This charge was effectually silenced by Colonel Raymond Robins. Lenine even offered to refuse to ratify the Brest-Litovsk peace if he could be assured of Allied help. Next came the story of wholesale killings like the St. Bartholomew massacre. The facts were that an amnesty instead of a massacre was proclaimed, and some of us who were on the ground believe that more were killed by the White Guard forces than by the Bolsheviki.

Tiring of this charge the press treated us to the scandalous "Nationalization" myth; but today William Allen White says, "No one now pretends that the story about the nationalization of women in Russia has any basis in fact." The press is now weltering in tales of starvation and suffering in Bolshevist Russia. No doubt many of these are true, but the papers fail to mention that the Allied blockade and the cordon of hostile bayonets around Soviet Russia are helping to cause this very condition.

The fact is that the last Y. M. C. A. Secretary to leave Moscow in December, 1918, says: "A woman is safer on the streets of Moscow at midnight than she is on the streets of London or New York." This testimony is further corroborated by Esther White of the Friends' Unit, who left Petrograd on February 8th. She has been so disgusted by press reports that she says, "The English-speaking press simply doesn't want to hear the truth." She testifies that soldiers and workmen receive one and one-half pounds of bread daily, children and office holders one pound, and every one else one-half pound.

Isaac Don Levine, cabling from Moscow, May 19th, is reported as saying, "Never in the history of modern Russia has any government had more real authority than the present Soviet system." "Since Admiral Kolchak's recent successes the masses have arisen to uphold the Soviet Government. The Allies' blockade of the Baltic has embittered all classes and augmented the Government's support. Even the blind observer here quickly sees that a formidable majority of the nation favors the Soviet Government." The sooner the American people realize the truth that the Soviet Government is the only real Russian power, and that our present blockade policy is strengthening the Bolsheviki, the better.

According to the French Foreign Minister, on March 26, 1919, there were 369,000 Allied troops in Russia. The Bolsheviki were being attacked by British, French, Japanese, Germans, Czecho-Slovaks, Rumanians, Italians, Greeks, Chinese, Turcomans, Punjabis, and Senegalese. In Northern Russia, embracing Archangel and Murmansk, Allied and American soldiers are fighting amid the snow and the ice. A recent letter from a social worker serving at the front describes a retreat of our soldier boys, resembling a panic, in which they lost everything they had to the Bolsheviki. He says the statement by the official censor at Archangel that no supplies had been lost was a "lie."

In Siberia General Graves has appealed to the troops to be neutral toward all the factions in Russia. An editorial in the New York Times thereupon asked why our soldiers were there. Evidently General Graves is having no easy time. A dispatch says: "Deserters and mutineers of the Semenoff and Horvath forces have appealed to General Graves for protection, while those remaining loyal to these two generals also have asked for assistance. General Graves has intervened only to save unarmed men from slaughter without provocation." The big advances supposed to have been made by Kolchak are shown in their true light when we read in a dispatch from Paris, dated May 26th, that Kolchak forces were thrown heavily back near Samara toward Ufa. Yet Samara is over 200 miles farther away from Moscow than the Siberian forces were a year ago. Frederick Moore, late Captain of Intelligence of the A. E. F. in Siberia, says, "Ninety-five per cent. of the people in Siberia are Bolshevik."

In Turkestan, one of the largest cotton producing areas in the world, and in the Caucasus, a huge petroleum bed, the Provisional Governments are largely creations of the British Army, it is said. They depend for their maintenance on Allied bayonets.

In the Ukraine the Bolsheviki were gaining little headway until the French occupied the country. Now the French have suffered disaster and have had to evacuate even Odessa. The native population evidently preferred the Bolsheviki to the French. In the district toward Poland the Bolsheviki are reported to threaten Vilna.

If you will trace the situation described above on the map you will see that all around Soviet Russia there is a cordon of steel bayonets being financed and helped by the Allies. Yet to-day the Bolsheviki have nearly double the territory that they had last September and seem stronger than ever.

A policy now seriously suggested is that of supplying arms and ammunition to every force opposing the Bolsheviki and the recognition of Kolchak. This means that we would help any General, no matter how bad, like Mannerheim, for example, who fought with the Germans in Finland. What does this involve? Turn to Leslie's Weekly for February 8, and read that the Russians who fought the Bolsheviki shot immediately all Russian and Red Guard leaders when they took the city of Helsingfors, "and nearly 2,000 persons were said to have been executed." The Y. M. C. A. secretary, who is opposed to the Bolsheviki, on duty in Kazan when it was taken by hostile forces, said that the killing and cruelty practiced was far worse than anything he had ever seen under the Bolsheviki. When, after two months the city was retaken by the Bolsheviki this same secretary saw no retaliation, and the order was issued, "Any soldier who searches a house without a permit will be shot."

Would not the policy of giving arms and ammunition to all who oppose the Bolsheviki mean the killing of thousands of ignorant peasants and soldiers? Yet, after all the slaughter was over, how do we know there would be any better government than before? Perhaps it would be worse.

Kolchak in Siberia has imprisoned and exiled the elected members of the Constitutional Assembly.

Kerensky is now strongly opposed to helping him in any way. He permits the sale of the awful vodka liquor, the taxes of which alone in one month ran into the millions. The Bolsheviki have rigidly enforced absolute prohibition. An able American social worker just returned from Siberia reports, "The dissatisfaction with the Kolchak regime is on a rapid increase." His interpreter says, "The Social Revolutionists are rapidly going over into the Bolshevik camp rather than support Kolchak." Allied men who saw the actions of the Russian leaders in Harbin said they would almost have become Bolsheviki themselves had they been Russians. One has only to read the "Death Train" in the American Red Cross Magazine for April to know of horrors in Siberia far worse than anything I saw or heard in Bolshevik Russia. F. F. Moore, late Captain of Intelligence, A. E. F. Siberia, describes the treatment of some railroad workers in Siberia. "Exasperated by delays, his Cossack officers would lead out batches of horn blowers and flog them with iron rods until they were inert masses of human flesh, bloody and unconscious on the tracks."

Why not adopt the only other possible policy which has not been tried, namely, lifting

the blockade and letting trade go into Russia? This will place the responsibility on Lenine and Trotzky. If they are not able to organize industry and provide food for the people, then the blame will be theirs. To-day, as Alexander Berkenheim, Vice-President of the All-Russian Central Union of Consumers' Societies, says, the blame is shifted to the Allies because of the blockade. Yet Mr. Berkenheim was four times arrested by the Bolsheviki, so he cannot be prejudiced in their favor. The experience of every Allied relief organization in Soviet Russia proves that it is possible to help the Russian people under the Bolsheviki. Besides lifting the blockade the Allies should permit the Y. M. C. A., the Red Cross, and the Friends' Unit to return to Russia at once.

A WORD ABOUT SUCCESS.

Health, wealth, and prosperity—they sound fine, and we've got into the habit of wishing them to each other at Christmas time as though they were the transcendent trinity of this world's blessings. But, really, there's only one of them worth anything. The other two are crude and commonplace.

Wealth and prosperity, the opportunity to grow corpulent and complacent; the privilege of decking your body in expensive clothes and ordering other people about—they're poor wishes, and there isn't an ounce of poetry in them.

Success—it's our big ideal. The religious trick it out in a harp and a halo, and point out one road. The materialists make a fetish of a dyspeptic millionaire, and point out another. We compromise and keep an eye on both, but the materialists are in a mighty majority.

Like most of our big ideals, it's an empty eggshell. If you juggle it gingerly you will never find out that there was nothing inside. But, after all, those who do find out are the wise. They have learned the big truism—that values are purely relative.

Success is the paralysis of greatness, a cancer eating at the vitals of genius. Its insidious rotting at the root was the ruin of old empires, the downfall of man and nation and creed.

While ever the jack-o'-lanterns of fame and fortune flutter before us over the marshlands we are safe, but let us attain them, let us stand for a moment satisfied and self-assured, and there follows the dry-rot of inertia, and stagnation of self-complacency.

Affluence, dignity, wealth—they're sonorous nouns, but they signify little. They make a breeding ground for snobbery and vicious indulgence.

Youth is too rich a thing to spend in grubbing and pandering, so that when you are old you may ride roughshod. It's only our conceit and cussedness that make us want to outdo the other fellow. It's gratifying, perhaps, to be fawned upon and feted, and your statue put up in a park when you are dead.

It's great to bowl along the highroad on rubber tires, and to leave millions to jackal relatives and asylums for derelicts.

But it's even better to have lived twenty-four hours a day, to have shaken hands with circumstance, to know a little of how the other half lives.

It's better to have found for yourself the truth of the old platitude that life's too short for anything but happiness, and happiness is made of understanding and sunny-mindedness.—Ernestine Hemmings in the Australian.

Demand the union label.

IMMIGRATION AND WAGES.

For the present, if not for some time to come, high wages will help to maintain demands for goods, and this demand will maintain industrial earnings and large industrial earnings will support the stock market. So points out Moody's Investment Service, which adds that, in spite of these facts, "corporations generally want to see lower wages because they can not continue to pay the present scale without soon losing most of their margins of profit." The labor-supply has been badly cut down by suspension of immigration due to the war, but now, however, "we seem to be on the turning point," according to this authority, "and it is probable that not long after the treaty of peace is signed we shall witness a substantial increase in the labor-supply here, brought about by heavy immigration." There is an expectation in some quarters, however, that instead there will be "a heavy emigration; and this notion is supported by the relatively large emigration which is now going on." But the writer believes this movement will be temporary "and probably represents nothing more than the return of refugees, such as occurred after the end of the Napoleonic wars and in other similar cases." Immigration, on the other hand, "seems bound to become large and remain so because the industrial position of the nations of the world is such as to cause a heavy flow in this direction." The writer continues:

"The principle back of all migrations is the seeking of larger opportunities, especially for unskilled labor. It is principally unskilled labor that migrates; for professional men and skilled workers are usually kept at home by personal ties and business success. Migrations have always moved in the direction of larger opportunities for low-class labor. That these opportunities exist here now may be seen in the following:

Country	Per Capita Income	Railway Miles per 10,000 Population
United Kingdom	$233	5.13
France	203	6.37
Germany	225	5.71
Russia	45	2.46
Austria	75	4.98
Italy	82	3.09
Spain	70	4.72
Belgium	157	3.87
Holland	190	3.77
Denmark	170	8.30
Norway and Sweden	175	11.80
Switzerland	200	7.83
United States	395	26.15
Canada	309	34.45
Australia	315	41.93
Argentina	80	28.08

"These figures in a way show where the opportunities lie. The first column is the estimated per capita income of nations at the present time and the second column shows the railway mileage in 1912. The latter figure is significant, because a large railway mileage in proportion to population means great undeveloped areas and a big opening for common laborers. After looking at these figures, it seems natural, indeed, that before the war the big movement of immigration was into the United States, Canada, Argentina, other South-American countries, and Australia. There was plenty of room for common labor in all these countries, and there is still. This is true even in Argentina, for although the per capita income is low, it is made so by the large proportion of low-class native or half-breed population, while, at the same time, the average income of the white population is high.

"There is more reason than ever why common labor should leave Europe; and it is from Europe, and especially from Russia, Germany, Austria, and Italy, that the heavy emigration has been coming. War-taxes are bound to be enormously heavy and to have a depressing effect upon labor for many years to come. In Germany there will be the added burden of the indemnities—so that European workers will be tempted more than ever to seek larger opportunities. That the United States will get its full pre-war proportion of the immigration is indicated by the fact that we have become a capitalist nation.

"Before the war the common labor that migrated in such volume to Canada and to South-American countries was paid its wages with funds that came largely from European capital. Now, however, Europe has other uses for its capital and our competitors for the favor of the emigrant are sure to be relatively short of funds, and therefore to show a relatively poor demand for common labor as compared with the demand in the United States. Because of these factors we look for a heavy immigration with all that this means. For one thing, it means lower wages, especially for common labor. It also means lower operating costs and better control of operating ratios. It is bound to mean, too, some decrease in the present extraordinary power of labor-unions."

DIAMONDS AND ANTWERP.

In the year 1914 there were about 200 diamond-cutting shops in Antwerp, employing about 16,000 cutters and 3000 cementers, altogether about 20,000 highly skilled workmen, who earned over 100,000,000 francs ($20,000,000) a year. Besides, there were between 3000 and 4000 manufacturers, merchants, and brokers; what these men earned it is impossible to tell; it is certain that they dressed very flashily and spent lots of money. If it is considered further that these 23,000 diamond men had families averaging three to four members, it will be found that the living of over 100,000 people depended directly on the diamond trade. Add to this the large number of hotel and cafe owners who made huge sums on the diamond trade. The fact is these men acted as private bankers to the cutters, who lived almost exclusively in hotels and boarding-houses and paid their accounts at long intervals. Finally, there were the hosts of tradesmen and retailers who supplied the "diamond people" with provisions, clothes, and furniture. The "Diamond Club" of Antwerp, where the yearly business ran into millions of francs, had a membership of 12,000, all of them merchants, brokers, or manufacturers.

A return to individual expenditure on the scale of 1914 would spell a financial crash and social disorder. The mode of life has to be simpler and the distribution of wealth has to be wider and upon a more equitable basis. The worker will receive more wages in the future, and the idle rich will become fewer, if they are not shortly non-existent. To think otherwise is to ignore the lessons of the past and to misread the signs of the times.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Produce Cheapest Coal.

American mine workers produce the cheapest coal in the world, work longer hours and receive a smaller percentage of their product than do European miners, says Robert H. Harlin, statistician of the United Mine Workers of America.

"The individual American coal miner," he says, "produces from two to three times as much coal per working day as the coal miner of Great Britain or continental Europe. While the wages of the American miner are uniformly higher than the wages paid the miners in Europe, yet the American miner receives for his labor a smaller percentage of the value of the wealth he produces than does the miner of Great Britain and continental Europe.

"The American miner does not have an eight-hour working day, as is generally supposed by those not intimately familiar with conditions of mine labor. The so-called eight-hour day now in existence provides that the miner shall be at the working face eight and one-half hours. When we add to this the time it requires to travel from the mine mouth to the working face (in most instances this traveling represents the hardest kind of work where men burdened with tools have to traverse difficult man-ways under low roof) we find that the working day of the miner under ground is nearer ten hours than eight hours.

"The workday in the mines in Great Britain is now seven hours, and, in all probability, will be reduced to six hours in the very near future. The miners of France and Belgium now enjoy an eight-hour day."

Unions Will Contest.

The Chicago Federation of Labor has voted to stand behind the Piano and Organ Workers' Union in an appeal to the United States Supreme Court to set aside a decision by the Illinois State Supreme Court that picketing can be prohibited by an injunction.

Several months ago Superior Judge Smith of Chicago commanded striking piano and organ workers not to picket the plant of the Lyon & Healy Piano Company. The strikers were violating no criminal law and they refused to obey the order. President Dold and six other members of the union were arrested for contempt of court. They were each sentenced to 30 days in jail and Dold was fined $500. The others were each fined $300. The decision was carried to the State Supreme Court where it was upheld. One of the State judges said:

"Even though the injunction issued by Judge Smith was too drastic, that did not give the workers any right to violate any part of the injunction."

Other injunction judges in Chicago continue issuing these writs. Girls on strike against a large department store have been denied the right to picket peaceably, and Judge Denis Sullivan has sentenced 32 striking cigar makers to jail for 30 days each because they violated his injunction. The court ordered the cigar makers not to talk about the strike, so they hung placards on their arms notifying the public of the strike. The court construed this as contempt.

Seamen's Law Benefits.

Interviewed in a New York newspaper, President Furuseth of the International Seamen's Union declared that seamen's wages throughout the world are being raised because vessel owners know that the La Follette Seamen's Law permits seamen to quit their vessels on arriving at an American port when formerly, if they quit, they were arrested and thrown back on the ship.

"The wages on foreign vessels," said President Furuseth, "have followed wages on American vessels since 1916. They are paying New York wages on ships leaving Liverpool to-day. It is the same in Norway, Sweden, and Denmark. The Seamen's Act is equalizing wages everywhere. It has placed the European countries in a position where they must pay American wages to get the men. When I was in Norway two months ago the shipowners and seamen were meeting to settle wages for the coming year, and they made no secret that it was the American Seamen's Act that had made them pay the wages.

"When the eight-hour day is granted here it will only be a short time until England will do the same. On the Pacific Coast, where the eight-hour day is in effect, it costs 25 per cent. less per ton mile to move cargo, because the seamen are of a better type, more highly skilled and work together better."

Demand Mooney Trial.

A new trial for Mooney and Billings "without further delay" was demanded by the twenty-eighth convention of the Locomotive Firemen and Enginemen.

The convention established a pension department and an old-age pension department which shall be self-sustaining, shall be entirely separate from all other departments and shall in no way create a financial liability for any other department.

It was voted to publish the brotherhood's official magazine semi-monthly "until such time as we may establish a daily press, at which time, if in the judgment of the grand lodge officers it is thought best, they may revert back to the monthly edition."

In permitting the discussing of political questions in the magazine, it was voted that these articles be confined "exclusively to the advocacy and promotion of a labor party in the United States and Canada."

High Prices World Wide.

While anti-union elements are blaming organized labor for present high prices along comes the Annalist, financial paper, and prints a War Industries Board report which declares that high prices have spread throughout the commercial world. High prices prevail in Japan, where it is a crime to organize a trade union, and in India, where organization of the workers is an unknown doctrine.

"Remoteness from the chief scene of conflict," it is stated, "did not protect Japan nor Australia from a revolution in prices; difference in economic organization did not protect India; the maintenance of

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Striking British Columbia miners have asked provincial officials to appoint a commission to investigate wage and working conditions. The miners have been on strike for over a month and they say if the probe is started they will return to work.

The Dockers' Union of Copenhagen, Denmark, has been declared bankrupt for refusing to pay a fine of 800,000 kroner ($200,000) for calling an unlawful strike. Employers consented to reduce the fine to 25,000 kroner "to mantain the principle" but the dockers refused the offer.

The Dominion government is arranging for a Canadian industrial conference which will include capitalists and workers. The conference will be the first of its kind in the history of the Dominion and will be along the same lines as a meeting called in England by Premier Lloyd George after the armistice was signed.

In Spain provisions for the creation of deferred life annuities on a contributory and State-aided basis was made by the law of February 27, 1908. This Act was, however, of a permissive nature. A Royal Decree has now been issued which makes insurance against old age compulsory for all wage earners between the ages of sixteen and sixty-five whose total annual income does not exceed £160.

The great trade union movement in Britain, with its 5,000,000 members, has decided to join forces with the Union of British Co-operative Societies, with a membership of about 4,000,000, in order to dominate production, consumption and distribution in Britain. This amalgamation will represent the greatest business combination in history. It will dwarf, in power if not in funds, the gigantic Federation of British Industries, with its capital of $20,000,000,000.

The Swiss Federation of Metal and Watch Workers had only 35,500 members on January 1, 1917—it has 80,000 to-day and is the biggest union in Switzerland. It had a 57-hour week until April 1, 1918, which was reduced for watchmakers soon after to 55. April, 1919, it went down to 54. After more agitation it was reduced to 50 on May 1st, and the employers have now agreed to go down to 48 hours October 1, raising piece work salaries proportionately.

Representatives of the principal labor organizations have taken steps for the erection in London of a building intended to be the finest headquarters of any democratic movement to be found in the world. Arthur Henderson, labor leader, explained to the meeting which launched the project. It is to be erected in Westminster district near Parliament, and will contain the headquarters of the Trade Union Congress, the British Labor Party (which is a political party with an organization distinct from the trade unions), and the co-operative trading bodies, which are powerful in the industrial centers. There are to be committee rooms, offices for the staffs, reference library, reading rooms, hotel and restaurant.

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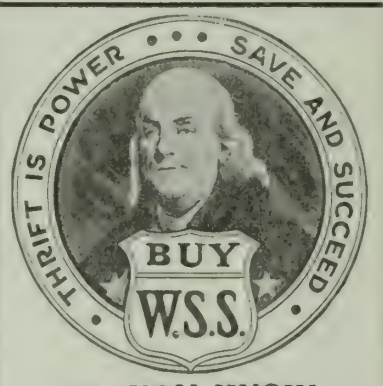

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INFORMATION WANTED.

The following named persons, or their beneficiaries, who have claims against the German Government are requested to communicate with F. R. Wall, 324 Merchants Exchange, San Francisco, Calif. Telephone Sutter 5807: Colstad, Adolph; Cudahy, H. L.; Greene, John S.; Hill, F. A.; Hughes, William; Healey, George; Jensen, G. A.; Lee, Chester; Larsen, L. J.; McConkey, Robert J.; Margery, Harry; Netherwood, Richard L.; Parks, R.; Porter, Wm. I.; Phillips, Paul; Quinn, Charles; Rice, Earle M.; Slater, Charles E.; Tunnie, Charles. 7-30-19

Anyone knowing the whereabouts of Calvin Pickett, last heard of in Port Arthur, Texas, February, 1918, will please notify G. Schroeder, Agent, Eastern and Gulf Sailors' Association, Port Arthur, Texas. 7-9-19

Pacific Coast Marine.

The New York Overseas Company, Inc., subsidiary corporation and American representative of the Overseas Company of Christiania, Norway, will open offices in Seattle and engage in a general export and import business.

The Matson Navigation Company has announced the completion of a new concrete pier at Hawaii, known as the Matson wharf, the liner "Manoa" having loaded the first cargo from the pier with the up-to-date appliances installed thereon.

Recommendations that Naval radio service apply to Seattle have been sent to the Foreign Communication Committee of the National Foreign Trade Council by the Seattle Chamber of Commerce at the request of the council's secretary, O. B. Davis.

The "Choyo Maru," a new freighter, which is making its maiden trip to San Francisco, sailed from Nagasaki July 17 with a cargo of 8,968 tons. The "Choyo" is due to arrive here August 7 and will sail for Oriental ports as soon as she can be loaded

San Francisco, it is said, has fifteen steamers of 10 to 12 knots, 8,800 deadweight tons each, carrying cargoes to China and Japan on ten-day sailings. Two 8,800-ton, 11-knot ships are making monthly sailings to Eastern ports and Europe, with the prospect of additions to this fleet.

Results of the June survey of the Columbia River entrance, made public by United States engineers, who made it, show that there is a minimum depth of forty-two feet in the channel. The average depth is greater than this, ranging from 45 to 67 feet, according to the report.

Captain C. L. Arec of San Francisco has been selected master of the "Ellbeck," a Seattle-built steel steamer, which will make the first Seattle to London voyage for Dimond & Company. Captain Frank White will command the "West Hepburn," and Captain Otto Holstrom the "Askawake," also of this fleet.

Additional steamers may be placed on the San Francisco-Portland freight run by the Charles Nelson Company of San Francisco, it is said, the new vessels to engage in carrying general freight north and returning south with lumber. The firm of Dant & Russell of Portland is taking the cargo space for the lumber shipments.

Gordan Glidden, who has charge of the San Francisco business of the Moore Shipbuilding Company, announced that the work of repairing and overhauling ships is increasing. For a time the vessels have been kept so busy that the operators refrained from sending them to the shipyards until it could not be avoided. Among the vessels being handled recently at the Moore plant, in addition to the new work, are the six-masted barkentine "City of Sydney," schooner "Forest Home," "Mahanna" and tug "Ripley."

Shipping from Bandon over the bar of the Coquille River is returning to the normal condition of before the war. For a time only the steamer "Elizabeth" was visiting Bandon. Now five or six boats are regularly making the port, among them the "Elizabeth," the "Phoenix," the "Acme," the "Bandon" and the "Brooklyn." The Moore Mill and Lumber Company and the Prosper Mill Company are both shipping lumber. The Fyfe-Wilson Lumber Company is handling a large amount of ties and lumber. The wharves at Bandon are crowded with matchwood, railroad ties and other freight. Dairy products make up a large part of the water shipments.

John H. Rosseter, director of operations of the United States Shipping Board, told representative San Francisco and Los Angeles shipping men, meeting during the week in the Chamber of Commerce offices, that if they will give concrete suggestions for the use of new bottoms on transpacific trade routes, the Shipping Board will do everything possible to allocate Pacific Coast built ships to the Pacific Coast trade. In inviting these suggestions, however, Rosseter asked Pacific Coast shippers to bear these three things in mind: That the available merchant marine tonnage is not as great as reports indicate at this time. That shippers must realize the necessity of boats in transpacific trade returning with imports sufficient in volume to equalize the outbound cargoes. That Pacific Coast shippers must organize to help themselves and to provide capital with which to acquire home port ships if they desire to make permanent the foreign trade possibilities looming before the people of the West Coast at this time.

Before one of the largest crowds that has attended a launching of a vessel from the Union Construction Company's plant at Oakland, the "Hawarden," 9400-ton steel cargo ship, was sent into the water on July 23. Mrs. E. G. Burr, wife of the assistant to the company's general manager, sponsored the vessel, crashing a bottle of California champagne over the bow of the ship as it was broken from the ways. Delegates from Oakland and Berkeley Chambers of Commerce, as well as from many other civic organizations, were guests of the construction company at the launching. H. G. Peake, general manager, and W. H. Christie, secretary of the company, assisted in the launching of the vessel. The "Hawarden" is the fourth vessel to be finished by the Union Construction Company. Ten contracts have been awarded to the company by the Government since the early days of the war. Three vessels are now in the fitting ways, while three new hulls are also being placed in position. The "Havilah," sister ship to the "Hawarden," construction on which has been delayed due to a defect found in its hull, will be launched this week.

Increased production of cocoanut and other vegetable oils in the Philippines and other Oriental points will make San Francisco a big terminal for the receipt of this product in the future, according to O. Vorster, general manager here for the Philippine Vegetable Oil Company. Vorster left for Manila during the week on the Pacific Mail steamship "Santa Cruz." He is going to the Far East to make a general investigation of the oil business with the view of increasing the output of his concern by the installation of additional crushing mills. This concern, which has created vast facilities here for handling vegetable oils, is one of the biggest factors on the Pacific in oil production and will be of more importance in the future. At present the production of cocoanut oils and copra in the South Pacific has been considerably reduced on account of the lack of labor in the various groups of islands. The influenza swept away a certain percentage of the population and at present there is no available labor to be secured. The result is that it is difficult to secure cargoes and some of the sailing ships have been compelled to return here in ballast after taking out cargoes of case oil

Now that the war is over and the pre-war method of ship operation again is in vogue, the United States Hydrographic Office is doing everything possible to assist the mariner in his work of sailing the seven seas. The San Francisco office announced during the week that the former method of displaying the code numbers on vessels arriving and sailing would be permitted. The practice was discontinued during the war. Secrecy is no longer necessary and it will now be easier to identify vessels sighted at sea. The local office is distributing a new and novel map of the British Isles and waters of the North Sea. This will aid navigation, because the outlines of the known and unknown mine fields are shown, and by referring to the map the navigator can avoid danger. Much has been written about the extent of these mine fields, but after a glance at the map it appears that the difficulties attending navigation through the infested area are more difficult than has been imagined. The document indicates that in order to make one of the German ports the navigator has to be on watchful guard. The vessel can proceed only through quite narrow channels for a short distance and then decided turns to port or starboard are necessary. The slightest deviation from the marked course would prove disastrous.

Unless San Francisco shipping concerns and the United States Shipping Board come to the aid of the proposed California Nautical School the entire proposition which involves the use of the scout cruiser "Annapolis" as a local training ship to create officers for the American merchant marine will have to be dispensed with. At least this is the opinion of President J. H. McCallum of the Harbor Board, chairman of the board of trustees of the school, after conferring with his fellow members of the local experts, who know a few things about operating ships of all kinds. McCallum said that the $50,000 promised by the State and National Governments to defray the expenses of the school during the next two years will prove entirely inadequate. The scheme promised well until the trustees met and began to discuss figures. Then reports from similar schools from the East were gone into and it was ascertained that New York expends $125,000 each year for a single ship and at that the number of cadets has been cut to the bone. Boston expends $105,000 a year. The trustees then consulted the men who know and it was decided that if the greatest of economy is exercised the stunt can be handled here provided $70,630 is provided each year. That is $50,630 more than the trustees have at their disposal each year and it was then decided that unless more money can be secured it is useless to place the "Annapolis" in commission.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 6, 1919.

AN AMBITIOUS PROGRAM.

The San Francisco Chamber of Commerce, as a civic organization, may not be all that could be wished, but no one can very well accuse it of lacking business initiative or the spirit of aggressive go-aheadishness. Nor can it be said that it is short on optimism of the kind that won't rub off. Neither the threat of a further inflation of prices, nor the black cloud of bolshevism hovering over the eastern horizon, seem to have any terrors for the gentlemen directing its destinies. When it comes to grabbing off all the business in sight, and looking for more, the Chamber is there like a million, every time.

For several weeks past a committee on shipping appointed by the Chamber's directorate, has been hard at work preparing a report on American shipping conditions, and drafting recommendations to Congress based upon the committee's findings. Last week the committee presented its findings and recommendations to the directors, who approved them. The recommendations of the committee follow:

First. Early transfer of the United States Shipping Board vessels from the Government to American private individuals, firms or corporations properly equipped and competent to successfully operate them.

Second. That the President be authorized and directed to investigate and determine as promptly as possible what steamship lines should be established and put in operation from the principal ports of the Atlantic, Gulf and Pacific coasts where adequate terminal connections with rail carriers can and will be made or already exist to such world markets as in his judgment are necessary to and will promote development, expansion and maintenance of our foreign trade and adequate postal service, and to determine the type, size, speed and other requirements of the ships to be employed upon such lines and the frequency and the regularity of their sailings, with a view to furnishing adequate, certain and permanent service, and that he be authorized to sell such of the ships of the United States as will meet these requirements to responsible individuals, firms or corporations willing to establish and maintain such lines upon such terms of payment and other conditions as he may deem just and necessary to secure and maintain the service desired under such restrictions as would insure equal and impartial treatment of all interests and all shippers.

Third. We believe the President should be authorized to require special import and export rates to and from American and foreign ports and the issuance of through bills of lading in both directions.

Fourth. We believe fuel depots, both oil and coal, should be established upon the various trade routes, such depots to be owned or controlled by American interests.

Fifth. We believe measurements for tonnage should be revised to correspond with the British practice in order to equalize charges based upon tonnage throughout the world.

Sixth. We believe there should be established by the Government a system which would insure sufficient competent and efficient officers for the vessels who would be registered as a naval reserve, and by which American boys could have an opportunity of being trained as officers at the expense of the Government.

As will be seen, the recommendations of the committee make up a rather large order. On the whole, though, there isn't a great deal in them to which the seamen of the country will object. Least of all will they have any fault to find with the demand for the "early transfer of the United States Shipping Board vessels from the Government to American private individuals," etc. After their experience with the Shipping Board during the war and armistice, the seamen of America are not nearly so keen for Government ownership and operation of merchant ships as they might otherwise have been. Also, the danger of some autocratic Burleson being appointed chairman of the Board is rather more than potential; so much more so, in fact, that seamen cannot afford to take any chances with it. As between the Government and private shipowners, American merchant seamen will hereafter undoubtedly prefer to do their collective bargaining with the latter.

There is one recommendation of the Chamber of Commerce shipping committee, though, to which seamen may properly take exception; to wit, recommendation number six. The system of training American boys to become "competent and efficient officers," etc., which the committee seems to have had in mind, is too nearly related to the system of caste obtaining in the Navy to be acceptable to men with democratic instincts. One of Napoleon's favorite sayings was that every French soldier carried a marshal's baton in his knapsack. The principle embodied in that saying should be the governing principle in any system adopted for the training of American boys to become officers of the merchant marine. Any other system would be both futile and un-American.

Another committee will soon report on the allocation of Shipping Board vessels and the necessity for more tonnage. This committee was named after the recent meeting in San Francisco of leading shipowners and merchants with John H. Rosseter, Director of Operations for the Shipping Board.

MORE LIFEBOATS.

According to press reports the United States Board of Supervising Steamboat Inspectors has issued an order to the owners and operators of cargo-carrying ships that in the future all such vessels must carry enough lifeboats on each side, port and starboard, to care for all hands on board in an emergency.

The order of the Board is in line with the enlightened sentiment of the day that safety of life must always take precedence over safety of property and profits. The only wonder is that so much-needed a measure for the safeguarding of life at sea should have been so long a-coming to the fore.

No explanation as to the reason or reasons for the issuance of the order has been offered by the Supervisors. This probably because such explanation would be more or less unintelligible to landsmen, and seamen do not need to be told. Those of us who have tried on a stormy night to lower the lifeboats on the weather side of a sinking steamer rolling heavily in the trough of the sea, only to see them smashed to splinters, will understand quite well why all ships should have a sufficient number of lifeboats on each side to take off all hands on board should the need arise.

The requirements of the law in the case up to now have been that all cargo-carrying vessels must be equipped with enough lifeboats to properly care for all hands on board in case of wreck. There is no stipulation as to their distribution. The usual practice has been to stow one-half of the boats on the starboard side, and the other half on the port side. Indeed, all things considered, no other way of stowing them could very well be devised.

But nevertheless, this arrangement of the lifeboats has been the cause of more deaths by drowning among seamen on cargo steamers than probably all other causes combined. In stormy weather the head of a sinking, unmanageable ship generally falls off before the wind, causing her to drift broadside on to leeward, and giving her more or less of a list that way. This puts it entirely out of the question to attempt to lower the boats on the weather side. Thus the hapless crew are forced to make their getaway from the vessel in the boats on the lee side only. As the carrying capacity of these boats is, as often as not, insufficient for the needs of all hands, even in a smooth sea, a berth in Davy Jones's locker will be the lot of some at least.

All hail, therefore, to the new lifeboat regulation. If they never do another thing while in office, this act alone has earned for the Supervising Steamboat Inspectors the everlasting gratitude of American seamen.

LOSSES FROM STRIKES.

Speaking of strikes—and who isn't these days?—you may have noticed that when there is one on, all the Daily Noises of the plute press lay great stress on the loss of wages incurred by the strikers. Figures are published showing that the workers, at the rate they are falling behind on the employers' payroll, are headed straight for the poorhouse, and that nothing can save them from landing there except going back to work. And figures don't lie, so there you are.

But—as you may also have noticed—nothing is ever said by these artful dodgers of the truth about the loss to the employers. Not a thing, sir.

Well, the reason for their silence on this point is not so far to seek as might be supposed. A frank disclosure of the employers' losses might lead "the innocent third party," the public, to trace a cause-and-effect-relation between labor and profits. The public might even find out that profits

are not produced by capital but by labor, and that would never do. The truth is mighty, of course, and all that sort of thing; but it doesn't mix very well with safe, sane and conservative business methods. Besides, as every one knows, the public likes to be humbugged, and it's a wise editor who gives the public what it wants.

Labor is prior to capital, and deserves much the greater consideration, said Abraham Lincoln. But you would never think so from the attitude of the average newspaper when there is a big strike in progress. To be sure, our good friends, the molders of public opinion, are not at all disposed to dispute the scriptural dictum that the laborer is worthy of his hire. That isn't what they are paid for. But they are paid to prove that the laborer is not worthy of the hire he is striking for. And they could never do that by making public the losses of the employers.

Among the many interesting features noted in a recent issue of an esteemed Antipodean labor contemporary there is a cartoon very much to the point. The central—and only—figure in the picture is a generously bay-windowed gentleman tagged "Shipowner," and drawn to a scale of corporeal avoirdupois that would qualify him for the presidency of the leading fat men's club anywhere. He is seated on what looks like one of Captain Kidd's treasure chests, with his left leg cocked over another, and is surrounded by piles and piles of bulging money bags, variously labeled "Profits," "Gains From Cheap Labor," "Super Freight Profits," "Pure Loot," "Profits From Exorbitant Fares," etc.

On the face of "Shipowner" there is a look of agonizing pain. And well there may be, for on his head there has just descended with crushing effect the butt-end of an enormous knobby club labeled "Seamen's Strike," wielded by a brawny arm projected on the screen from somewhere beyond.

The heading of the cartoon is:

HE SHOULD BE THE LAST TO SQUEAL.

The piratical shipping ring characterizes the demand of the seamen to be treated as human beings as barefaced robbery and extortion. The super-robber: "Help! Police! I'm being robbed!"

We may add, by way of comment, that "Shipowner's" type is not unknown on this continent—bless you, no.

Doesn't the following from the Brisbane (Queensland) "Telegraph" have a familiar ring?

"Unionism is now a shelter for extremism, for men who have no respect for constituted authority, for fanatics who are conspiring against the social system which has built up the strength and character of civilization, for plotters against the British future of Australia, and for persons who at heart are aliens in the community."

Hot stuff, all right; but, in the language of "Lowbrow Mike," you can't prove it by us.

News comes over the Pacific cable that Chinese sailors have formed a trade-union, the first one of the kind over there, and that they propose to stick by the white union seamen. News respectfully referred to Captain Robert Dollar et al.

OF INTEREST TO FISHERMEN.

Comrade P. B. Gill, Agent of Seattle Branch of Sailors' Union of The Pacific, Submits Interesting and Instructive Report of His Recent Investigating Trip to Alaska.

To the Deep Sea Fishermen's Union of the Pacific,

Greetings:

As I stated in a circular letter sent out some time ago, I had been requested by our northern agents to come to Alaska and British Columbia for the purpose of investigating conditions that had come up through Salmon Trawlers and Purse Seiners having made claim to join our union, and other reasons.

I left Seattle June 26th and arrived in Ketchikan two days later. There I found that some salmon fishermen had joined our union but that some one thousand were members of the Alaska Labor Union, an Industrial organization of some twelve hundred members or more. This organization has done splendid work in and about Ketchikan, has established an eight-hour day in all industries and camps and, together with the Deep Sea Fishermen's Union at Ketchikan and Petersburg, succeeded in getting a price for the Salmon Trawlers that, apparently, is satisfactory to the fishermen. When I left, the Seiners were having some trouble about prices. I spoke to several fishermen there, and they feel that the fishermen of Southeastern Alaska, in the salmon industry, should have an organization separate from the shoremen, but there is considerable difference of opinion, whether they should be with the Deep Sea Fishermen's Union, the Alaska Fishermen's Union, or have a separate union of their own.

I left July 1st for Prince Rupert, where I was held (together with comrade Charles F. Hammarin, who was sent on the same mission as myself, from the Alaska Fishermen's Union), for twenty hours by the immigration office. It appears that an order in council provides that no foreign Labor Representatives are permitted to land in Canada till they are investigated by the head office in the district. Finally, through the kind offices of Mr. Wakefield, the U. S. Consul, and Mr. McLeod, Canadian Customs Collector, we were permitted to land, but were informed that we could not speak on the sympathetic strike situation, but could discuss business affairs of our own union. On July 2nd, I attended a meeting of our branch in which considerable interest in the progress of the union was evident. Among the different matters brought out was a complaint about fishing concessions granted to certain parties, lack of attendance to sick fishermen and a request for more local autonomy. The first two were referred to committees for investigation. The demand for local autonomy apparently originated among the salmon trawlers, some seventy-five of these men having joined our union.

This union was originally formed by halibut fishermen. Some four years ago we took in the cod fishermen. Last year a request came from the salmon trawlers that part of the time fish halibut. This request was granted. Since then numerous trawlers and seiners have applied for membership. Realizing that this request, should it be granted, would lead to complications that could not be handled satisfactorily, I advised our agents to go slow in joining these men, till the matter could be properly investigated. At the Prince Rupert meeting, a motion was made and carried that headquarters and the branches elect a committee of three from each place to meet in Seattle on the first Monday in December of this year. Several special meetings were held at Prince Rupert and at one on July 2nd it was decided to join the sympathetic strike if some members of the railroad unions, who were discriminated against, were not reinstated. I am since informed that these men were reinstated and the strike called off.

I left on July (date omitted) for Ketchikan together with comrades J. H. Meagher and H. Nixon. Nixon, by the way, had come to Prince Rupert at my request. At Ketchikan we had a meeting of halibut fishermen, but no action was taken.

I left on July 6th for Petersburg, where I found that most of the salmon trawlers were in our union, and a few in the Alaska Labor Union

At Wrangel practically all salmon fishermen are members of the Alaska Labor Union.

I went from Petersburg to Juneau, where I found the Alaska Labor Union had joined a considerable number of salmon fishermen. I had a meeting with some twenty halibut fishermen, who requested that a branch of the Deep Sea Fishermen be established there.

All along the coast I found numerous fish traps, and all fishermen are unanimous that traps must be abolished or food fishes in Alaska will be exterminated.

I returned to Petersburg, where a meeting had been arranged for Saturday, the 14th, but this meeting was postponed till the following

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 4, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good; lots of members ashore.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., July 28, 1919.
No meeting. Shipping slow.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., July 28, 1919.
Prospects improving.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, July 28, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, July 28, 1919.
Shipping fair.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, July 28, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, July 28, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, July 28, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 21, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

San Francisco, July 31, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, July 24, 1919.
No meeting. Shipping medium.

J. LEONARD NORKGAUER, Agent.
Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, July 23, 1919.
No meeting. Shipping fair; few men ashore.

JOE MACK, Agent.
613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Henry W. Malmberg, No. 787, a native of Finland, age 53. Died at Nakasaki, Japan, June 7, 1919.

Thomas Miller, No. 2636, a native of Russia, age 34. Died at Eureka, Cal., April, 1919.

Orders have been received by the Portland office of the Emergency Fleet Corporation to reinstate two suspended contracts for steamers at the yard of the Peninsula Shipbuilding Company in St. Johns. The vessels were first ordered completed as hulls, but owing to the fact that the ships have been sold to Eastern parties, it is now necessary to install the machinery as originally intended. The two reinstated ships are the "Cartona" and "Corona." Both are 4,000-ton vessels of the Peninsula type, the special design of the Peninsula Shipbuilding Company.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Washington, July 31.—Policemen at the national Capitol have not yet followed the example of the London "bobbies" and gone on strike to improve their conditions; but they have begun to organize a clear-cut trade union under auspices which promise complete success. They demand a monthly wage of $150.00.

The Washington Policemen's Union is affiliated with the American Federation of Labor and the Central Labor Union of the District of Columbia. Organizer J. Ed. Toome, of the American Federation of Labor, is aiming at a hundred per cent. membership, a fresh group of 200 public guardians being ready for admission within a few days. A committee of business men met at a local theater on July 26 and organized for the express purpose of assisting the policemen to perfect their union. The need to improve the numbers and morale of the Washington police force has been emphasized by the recent race riots. Secretary James, of the Central Labor Union, voices a widespread opinion when he says:

"If Washington is ever to have a police department that will be effective in such emergencies, the members of the department must organize to secure a larger, better paid force and better working conditions. The labor organizations of Washington will help see to it that the claims of the organized policemen for regular working hours and better pay are presented to Congress in the proper light."

Organizer Gertrude McNally, of the Federal Employees' Union, gives similar encouragement, when she says: "The policemen should be better paid, and there should be more of them. Many sections of the city never see a policemen. Only the other night women workers in the Bureau of Engraving had to call off their regular meeting because they had no police protection against the hazards of present unsettled conditions."

From Macon, Georgia, comes word that the policemen of that city have formed a trade union to promote their welfare by collective action. Pittsburgh, Pennsylvania, is another large city where the public guardians have formed a union. American Federation of Labor organizers expect that the next decade will see the policemen of the country solidly lined up beside the rest of the country's wage earners. Passing time, the pinch of high prices and the neglect suffered at the hands of indifferent officials have made the policeman see that he is not different from the other workingmen in the need to unite for defence against exploitation.

Boston furnishes a still more unusual trade union victory. The "Hub of Culture" was scandalized when the newspaper writers there organized a union, joined with the Central Labor Union, and prepared to strike unless their grievances were satisfied. This threat to leave the town without any news struck the thoughtless leisure elements at first as either funny or preposterous. The associated newspaper owners also were first inclined to treat the threat with contempt.

There came an afternoon early in July, however, when the news writers announced that there would be no newspapers in Boston next day unless a new scale of wages was granted at once. Up to that time the Newspaper Publishers Association had refused even to receive a delegation of the men. When the threat to strike immediately was made the publishers came down off their high horses and asked for a conference. Shortly afterward a settlement was reached which means a one hundred per cent. victory for the writers' union. The terms of settlement call for $45 a week for rewrite men and copy readers; $38 for reporters and $30 for district men.

This settlement applies to the papers printed in foreign languages, as well as to the seven printed in English. Those entitled to the new scale must have been employed by a daily newspaper for at least three years. The scale is retroactive to June 1st.

Two attaches of the Department of Labor, Grace Abbott and Ethelbert Stewart, have sailed for Europe to assist in preparations for the World Conference on Labor to be celebrated in Washington next October. This is the conference provided for in the labor clauses of the Paris peace treaty. In this connection a further word can be said about the provision which restricts labor's representation to one-fourth of the convention membership, the other three-fourths being divided: one for capital and two for each of the various governments participating.

As at first drawn at Paris the agreement provided for one delegate each for labor, capital and government. It occured to Emile Vandervelde, the Belgian spokesman, and to others, that if the different presidents and prime ministers concerned were allowed to name only one delegate they would likely name a very conservative individual. The strategy was then resorted to of having each government name two delegates, in the hope that friendly but timid government heads would name one acceptable pro-labor man if they could match him with a known partisan of the employers. By this expedient it was hoped that the convention might be more evenly divided between pro-labor and pro-capital, since the other plan would almost certainly leave labor in a one-to-three minority.

Skeptics may regard the above arrangement as a pretty long gamble by the friends of labor. In any case, it illustrates the conviction of labor spokesmen at Paris that if a government cannot be neutral in the dispute between wages and dividends, then it will lean toward dividends. On the other hand, supporters of the plan finally adopted contend that governments are coming into the full control of labor so rapidly that in the near future so-called "government spokesmen" will really be spokesmen of labor, just as in the past they have usually been friends of the employers.

In the coming October convention here, for example, the British labor unions will have their one particular delegate, with almost a certainty that they will also have one of the government's delegates, since the power of their unions and of the British Labor Party are a direct menace to Premier Lloyd George and cannot be ignored in such an important matter. In that case the British delegation as a whole will be at least fifty per cent. pro-labor.

The French and Italian delegations may be no less evenly divided, with a chance to be nearly three-to-one pro-labor, should Premiers Clemenceau and Nitti fall, because of the incessant labor attacks in their respective chambers of deputies, before the delegates to Washington have been named. The five countries of Germany, Austria, Hungary, Bulgaria and Turkey will not be represented at this first labor conference provided by the peace settlement. Neither will Russia, if by that name we imply the 130,000,000 persons living within territory controlled by the Moscow Government. On the other hand, Poland and Finland—once a part of Russia—and Czeko-Slovakia and Yugo-Slavia—once parts of Austria-Hungary—are likely to send delegates. Labor is apt to be fairly well represented in all these delegations.

Offhand, it may be supposed that Mr. Gompers will be the strictly labor man named by the American unions—unless President Wilson should name him as a "government" spokesman so that labor could make sure of a second friend in the convention! In any case, the United States is likely to figure in the list of countries whose delegations to the October convention are composed in half of labor champions. And the logic of events points to Gompers as the organizing chairman of the big conference.

The 300,000 men employed in the steel industry are at present engaged in a poll to decide whether they favor a strike to break the autocratic power of the owners and management. The committee appointed by the American Federation of Labor to organize the steel workers have issued a statement, in which they say:

"The grievances of these men are real. Their lives are hard, and their conditions, prior to the beginning of the great organizing campaign, were all but hopeless. There can be no doubt that the strike vote will carry by an overwhelming majority. Indeed, so badly have these men been discriminated against in many localities that it has been a most difficult matter to prevent strikes from occuring long before this."

Judge Gary, chairman of the United States Steel Corporation, professes to be sanguine that there will be no strike. He says the workers are satisfied with present conditions. "The vast majority of the workmen are not members of labor unions," is a phrase he uses to console himself with. Judge Gary would have us ignore the well recorded fact that some of the most sensational strikes have been by men who were not organized until in desperation they rose in a united demand for freedom.

The strike vote being taken is to enforce the following general demands:

Right of collective bargaining.

Reinstatement of all men discharged for union activities, with pay for time lost.

The 8-hour day.

One day's rest in seven.

Abolition of 24-hour shift.

Increase in wages sufficient to guarantee American standard of living.

Standard scale of wages for all crafts, and classification of workers.

Double rate of pay for overtime and for Sundays and holidays.

Check-off system of collecting union dues and assessments.

Principle of seniority in maintaining, reducing and increasing the force.

Abolition of company unions.

Abolition of physical examination for workers seeking employment.

The scandal of Tom Mooney's conviction at San Francisco broke like a stink-ball on the floor of Congress this week, when Secretary of Labor Wilson responded to an official request from the lawmakers and submitted the report of an investigation conducted by John B. Densmore for the Department of Labor. Much of Densmore's evidence was obtained from a dictaphone located in the private office of District Attorney Fickert, who conducted the prosecution of Mooney. It is of interest that many of the conversations heard on the dictaphone were so indecent that the Government printing force at Washington has protested against setting it up, and it has had to be expurgated.

The report submitted to Congress declares that Mooney did not receive justice, and that there is evidence to indicate that he is the victim of corporate interests in California who desire to discredit union labor and maintain the open shop. "The plain truth is," says the report, "that there is nothing about the case to produce a feeling of confidence that the dignity and majesty of the courts have been upheld. There is nowhere anything resembling consistency, the effect being a patchwork of incongruous makeshift and often of deliberate expediency." It is pointed out that while Fickert gave his consent to a new trial after Oxman had been exposed as a perjurer for the prosecution, he later opposed a new trial, evidently at the behest of financial interests.

"Since the Oxman exposure," says the report, "the District Attorney's case has melted steadily away until there is little left but an unsavory record of manipulations and perjury, further revelations having impeached the credibility of practically all the principal witnesses for the prosecution. And, if any additional confirmation were needed of the inherent weakness of the case, the acquittal of Mrs. Mooney and of Israel Weinberg would seem to supply it."

An amusing circumstance about the situation is that the Densmore report was brought before Congress through a mistake by a notorious hater of union labor—Congressman Blanton, of Texas. Blanton had been gunning for the Labor Department, and he hit upon the idea of showing that the Department had spent public money in behalf of the "notorious" Mooney, to make unnecessary investigation. Other men in Congress at first feigned reluctance, and then voted for Blanton's resolution, calling upon Secretary Wilson to say what he had done about the Mooney investigation, and how it had cost the taxpayer. When the sensational report of the Mooney frame-up was read on the floor, Blanton fled the scene in dismay and has been in semi-hiding ever since.

Finally, it must be recorded that all the facts are not included even in this report to Congress, for Secretary Wilson explains to the lawmakers that things have been discovered about the attempt to procure a new trial for Mooney which cannot be made public at this juncture without injury to "the public interests." As it is, he states, the Federal Government did not interest itself in the case until it had become "an international labor case, endangering the friendly relations between the United States and Russia, and affecting the prosecution of the war."

"CAMPHOR LANGUAGE."

One of the strangest of all languages is the "camphor language" of Johore on the Malay Peninsula. It has been studied and reported by an American in the Far East.

This language is employed by the natives and others engaged in gathering the product of the Malayan camphor tree and is employed only at such times. It is the belief of the natives that if they used either of the languages of that region, the Malay or the aboriginal Jakun, no camphor would be obtained. A most curious reason underlies the belief.

The camphor tree grows abundantly in certain parts of the peninsula, but only occasionally contains camphor crystals. The camphor is not the same as that obtained from the camphor laurel of Formosa and Japan, which is the source of the ordinary camphor of commerce. It is of a sort highly prized by the Chinese in the embalming of their dead, in incense and in medicine, and the gum brings a price much higher than that of the common camphor.

The Malayans and other Johore natives believe that each species of tree has a spirit or divinity that presides over its affairs. The spirit of the camphor tree is known by the name of Bisan—literally, "a woman." Her resting place is near the tree, and when at night a peculiar noise is heard in the woods resembling that of a cicada, the Bisan is believed to be singing and camphor will surely be found in that neighborhood.

But the spirit of the camphor tree seems to be jealous of the precious gum and must be propitiated, and if she knows that hunters are in quest of it she will endeavor to turn their steps aside. The natives think she is acquainted with both the Malay and Jakun languages, and that if the camphor hunters spoke either of those she would know that they had come for camphor and would defeat their purpose. So it is necessary to speak in a tongue she does not understand. For this purpose has been invented the "camphor language." It consists of a mixture of Jakun and Malay words, but these are curiously altered or reversed, and the natives believe that the divinity of the camphor tree is completely confused when she hears this jargon.

THE RACE AS ONE MAN.

In accepting the essential unity of the human race, we must regard the humanity in entirety, as a great collective being, a social organism of which the different nations represent the living members. It is evident, from this point of view, that no people can live in itself, by itself, or for itself, but that the life of each one is merely an individual share in the general life of humanity.—Vladimir Solov'ev, in "The Crisis of Western Philosophy."

Sixty per cent. of the work on a ship is constructing the hull and the remaining 40 per cent. is in installing mechanical parts, deck furnishings, and other equipment that goes to make the finished vessel.

LAWYERS IN CONGRESS?

Eight of the eleven members of the Committee on Rules of the House of Representatives, now conducting the investigation of the alleged leak from Washington to Wall street relating to the President's peace note, are lawyers. Two of them have received the degree of LL. B. Nearly all of them have had college or university educations. The committee is charged with a simple inquiry as to the truth or falsity of certain rumors, and yet it appears from the record that not one of the members is competent to cross-examine witnesses. A delay in the investigation has been caused by what is said to be necessity of engaging a lawyer who will be competent to meet the persons summoned to testify. This becomes the more surprising when we note the fact that at least two of the committeemen have been district attorneys who must have had considerable experience in practice and procedure.

Why elect lawyers chiefly as Representatives in Congress if the public is never to receive the benefit of their legal training?—New York World.

A shooting-fish in the East Indies has a hollow cylindrical beak. When it sees a fly on plants that grow in shallow streams it ejects a single drop of water, which knocks the fly into the water.

Demand the union label.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

neutrality did not protect Argentina. No other development has ever demonstrated so forcibly the strength of the economic bonds that unite all the nations of the globe in a common fortune."

Nolan Wage Bill Passes.

The Nolan $3-a-day minimum wage bill has passed the House by a vote of 327 to 48, and is now before the Senate. It provides that no government employe shall be paid less than $3 a day. The bill was approved by the House at the last session of Congress by a vote of 252 to 16, but failed to receive consideration by the Senate. The bill has been urged for several years by Congressman Nolan of California, a member of the Iron Molders' Union, and a member of the Congressional labor group.

Murder by Soldier Police.

Soldier police acting as guards at the Overland automobile plant are blamed by the coroner for the unjustifiable killing of two Toledo citizens last June. The coroner recommends that the grand jury make a thorough investigation.

The company locked out several thousand employes when they refused to lengthen their workday from 45 to 48 hours a week. Federal Judge Killets issued an injunction against the company and the men, in which the company was commanded to resume operations and the men were restricted in picketing. The court placed a representative in charge of the plant, which is attempting to manufacture automobiles with high school boys and full-fledged strike-breakers.

Sickness Rate Is High.

A survey of the State of Alabama, published by the United States Bureau of Educaiton, shows that on an average approximately one-quarter of all the people in that State are sick all the time. More than one-third of the young men examined for admission to the army were found unfit for full military service.

It is stated that the warm climate of Alabama, the sluggishness of its streams in their lower courses and the marshy character of much of the land yet undrained, give rise to many diseases unknown in other climates and increase the prevalence of others.

The report declares that the economic loss as a result of this condition is too large for a State like Alabama to bear, if it can be avoided, and much of it can be avoided.

A call is sounded for good, sanitary engineering, a wide knowledge of preventive medicine on the part of all physicians, care for the health of children in school and home, diet instruction and a knowledge of the elemental principles of health.

Coal Miners to Meet.

A call has been issued for the biennial convention of the United Mine Workers of America, to be held in Cleveland, Ohio, beginning September 9.

Because of the importance of questions to be discussed, this gathering will probably be the most important in the history of the organization. A six-hour day, wage increases and the nationalization of coal mines will be among the issues before the miners.

It is possible that President Hayes will not attend this convention, as he is ill and confined in a hospital in Indianapolis. The international executive board has granted him a four-months' leave of absence. Vice-President John L. Lewis is acting president.

Packers Start Back Fire.

Meat packers have started a back fire against pending legislation in Congress that would license the packing industry. Stockholders in the network of secondary corporations are called upon to petition national lawmakers to vote against this proposal. In a letter issued by the Swift corporation it is stated that the proposed law "should be opposed by every investor in every industrial enterprise."

Congressmen and Senators are being flooded with protests that, if forwarded by trade unionists, would result in charges by editors and manufacturers' associations that organized labor is "trying to bully Congress."

Avoid Political Parties.

In his report to the annual convention of the Wisconsin State Federation of Labor Secretary-Treasurer Handley urged greater activity along non-partisan political lines. "My personal opinion is," he said, "that the Wisconsin Federation of Labor should adhere to its former position insofar as indorsing any party or faction."

The legislative committee pointed to the success of North Dakota farmers who have applied the A. F. of L. non-partisan political policy by securing pledges prior to the primary elections and then voting for these candidates. The committee recommended that trade unionists in the various localities unite with farmers "and agree upon a man who would not only vote for the principles for which both organizations are standing, but one who would put up a fight for them. After picking out a good organizer, a farmer or laborer, who is true and tried in labor's cause and who will subscribe to the legislative program of the Federation, our advice would be that the workers see that such a man is placed in nomination and not permit the interests to make the selection."

A resolution calling for a five-day Mooney strike was rejected. The convention took the position that the State Federation has no right to call a strike. Old officials were unanimously re-elected.

J. Ogden Armour, at a recent dinner, spoke in defense of the meat packers. Among other things he said: "Our enemies willfully misconstrue our statements. They misinterpret our motives and our statements of fact as bad as the little child to whom the Sunday-school teacher said: 'Ethel, tell me something about King Solomon.' To which Ethel replied, 'King Solomon was a very rich king and very fond of animals.' 'Why do you think he was fond of animals?' asked the teacher in surprise 'Well,' said Ethel, 'it says in the Bible that King Solomon had 900 wives and 1000 porcupines.'"

OF INTEREST TO FISHERMEN.

(Continued from Page 7.)

day, and as the "City of Seattle" left on the 14th, southbound, I took passage on her and did not stay for the meeting.

At Ketchikan, I took the "Princess Mary" for Vancouver. At this place, I found that our members had taken no part in the general strike or the One Big Union question, but the steamers had laid up for some time owing to the fact that no firemen were available.

I arrived back at Seattle, July 18th, 1919.

From my observations it appears that neither the Deep Sea Fishermen's Union of the Pacific, the Alaska Fishermen's Union, the Alaska Labor Union nor the Structural Iron, Bridge and Ornamental Iron Workers can handle the Salmon Fishermen in Southeastern Alaska. The headquarters of these unions are too far away. The conditions and grievances of these are many and, being of a strictly local nature, can best be handled on the ground. The Alaska Labor Union is in a splendid position to handle cannery help, loggers and other trades that are not numerous enough to have effective organizations of their own.

I am convinced that a separate organization of seiners and trawlers in the salmon industry for Southeastern Alaska is the best for all concerned, and suggest that this matter be taken up at the Seattle conference. As this is vital to many existing organizations, I recommend that our union extend invitation to the Alaska Fishermen's Union, the Alaska Labor Union, and the Trap and Web Workers' Union now affiliated with the Structural Iron, Bridge and Ornamental Iron Workers' Union, to send delegates to the Seattle conference.

As for local autonomy of the branches, this is not feasible under the system of the Deep Sea Fishermen's Union and would necessitate a complete reorganization. This matter will undoubtedly come up in the Seattle conference. Branch at Juneau I also suggest be referred to the conference, as well as any matter that may not now be worked to the satisfaction of any of the branches.

As the next convention of the International Seamen's Union of America takes place at San Francisco on the 2nd Monday in January, 1920, I recommend that the time of the Seattle conference be changed from the first Monday in December to the 2nd day of January, 1920. This will give delegates who may be elected to the International Seamen's convention an opportunity, should they also be elected to the conference at Seattle, to attend the two, without too much loss of time and expense.

I also recommend, for reasons of economy, that two instead of three delegates be sent from each to the conference.

As you know, the members of our union have, together with the Independent Boat Owners launched a Co-operative Fish Company called the Pacific Sea Products Association (Inc.). The disposal of your fish is essential, and you know from experience what you can expect when the large fish companies have a clear field. I trust that you, as individuals, will purchase stock in this concern to the extent of your ability.

I further recommend that the union purchase five thousand dollars ($5,000) worth of stock and, if in accord with our constitution and bank regulations that one thousand dollars ($1,000) worth of stock be purchased to the credit of each branch of our union.

The greatest champion the fishermen have in Alaska is Mrs. H. H. McEvoy, the editor of the "Weekly Gleam" at Juneau. I urge upon all members and friends to do all in their power to assist her to fight their battles, take subscriptions and secure ads for her able paper

In conclusion, I wish to state that the trip was a revelation to me. The vastness of Alaska is something tremendous. Opportunity for a large and progressive union is at hand, and I hope it will be properly taken care of and the course set in the right direction.

To officers of the union and their families and members, who made my trip a very pleasant one, I am deeply grateful, and my sincere wish is that all good things will come to them.

With sincere wishes to all, I am

Fraternally,

P. B. GILL, Secretary.

P. S.—Branches are requested to vote as soon as possible on the recommendations mentioned herein:

1. To extend invitations to other unions to attend conference.
2. To change date of conference to January 2nd, 1920.
3. To change number of delegates from each branch from three to two.
4. Union to invest $5,000 in stock of Pacific Sea Products Association.
5. If in accord with bank regulations, credit each northern branch with $1,000 stock in Pacific Sea Products Association.

Demand the union label.

IN JAPANESE COURTS.

A Japanese criminal court is almost as difficult to get into as a spectator as it is difficult to get out of as a prisoner, but there are enough unusual points of difference between American tribunals and their counterparts in Japan to make at least one visit instructive, if not profitable. Criminal trials in Japan are public, but not blatantly so, and idle curiosity is not encouraged. To be permitted to even enter the grounds surrounding the court buildings one must secure the formal permission of the stern police official at the gate, and that permission is only secured through the presentation of some good reason why the solicitor should be permitted to pass.

Once past the guardian of the gate, however, one may proceed into the courtroom itself without trouble, provided always that he removes his hat immediately he enters the building, removes his overcoat if he happens to be wearing one, walks quietly and holds his remarks and questions down to a faint whisper. In the main courthouse in Tokyo, which houses the supreme court and the various local courts, corresponding to the American circuit courts, the corridors are lined during the sessions by besworded gendarmes, between the rows of which the one with business before the judges warily walks. No chance is lost to impress upon every one the fact that the dignity of the law in Japan is something which must not be trifled with.

Ordinary police court cases in Japan are disposed of in the police stations themselves and the police inspectors in charge have the power to exercise a wide discretion. Ordinary drunks, of whom there are very few considering that almost every corner grocery store and every tea house and restaurant sells intoxicants, and there are saki shops every hundred yards on almost every street, are simply kept long enough to sober up and are discharged with a stern warning.

Domestic squabbles are settled by the policeman on the beats. Street brawls are rare, and offenders are usually made to perform profound apologies to each other and the police and are let go, and other minor offenders are punished by the scare the inspectors are always able to throw into them, while the more serious violators of law are passed on to the headquarters of the metropolitan police and thence into the local courts.

Once he has been sent to headquarters a prisoner's troubles commence. As a preliminary to all else he is photographed and finger-printed, a decided reversal of the American principle, which bars a man from the Rogues' Gallery until he has been convicted of felony. A suggestion that a prisoner be "mugged" in America before conviction would set every syllable of the constitution quivering, but in Japan "it is an order" and as such goes. To question a police order is neither according to etiquette nor the dictates of prudence, and the records contain no instances of any one ever doing so. From the photograph room and the ink pad the prisoner passes on for his "examination," a legalized third degree, held in an underground room where, without benefit of counsel, he is sweated, perhaps for several days in succession, although the law prohibits the holding of a man without a definite charge for more than twenty-four hours.

A similar law is evaded in America by rearresting the prisoner at the end of each day, but the process is simpler in Japan. Here they keep the fact of a suspect's arrest a secret, and there is no booking to help inquiring friends, if any are foolish enough to run their own necks in a noose by making inquiries. The examinations are legal, however, and are always held in camera, following which the prisoner is either released or committed for trial. There is nothing else corresponding in any way to the American grand jury system.

Then after waiting his turn the prisoner goes to the local court, where he faces a bench of usually four judges, one of whom is head judge and who does all the questioning of the witnesses. On the bench also sits the prosecuting lawyer, with the lawyer for the defense occupying a desk and seat immediately facing the head judge, but on a level about four feet below that of the bench. Judges and lawyers are all gowned, with stiff black crepe costumes and the collars and chests liberally decorated with embroidery, the judges and prosecuting officer in red and the members of the bar in white. All wear caps of black crepe, somewhat resembling a Scotch bonnet without the tail ribbons.

Everything is solemn, everything is decorous and, without a jury to impress, there are none of those flights of oratory with which the American lawyers call upon heaven to witness either the scandalous nature of the prisoner's crime or the halo of innocence so plain to the attorney for the defense. The prisoners sit in a prisoner's box until their case is called, when they stand one by one before the judges and are polished off in rapid succession. Witnesses are not sworn, nor are there any bewildering laws of evidence that furnish legal arguments, grounds for appeal, and keep any one from telling all that he knows and suspects. The criminal code is that of Napoleon and the procedure is practically that of the French courts.

The handling of the prisoners is purely Japanese, however. Delivered at the court house for trial, the prisoners are marched from the police wagon in single file, handcuffed and tied together by a stout rope that circles each man's waist and is twisted through his obi. Their jail kimonos are of a dull drab and on their sockless feet are grass sandals, in which they flop through the corridors.

The most unusual feature of all to a stranger is the fact that each prisoner has his head covered by a wicker basket, more like an inverted wastepaper basket than anything else, the object of which is to prevent recognition of the prisoner, to permit him to hide his shame under the disguise, and, very possibly, to prevent the whole file from making a bolt for liberty. The sight of a prisoner so arrayed is ghastly, the mask bringing up the suggestion of the hangman's cap. Once in the prisoners' box, however, the masks are removed, while the prisoners sit with deeply bowed heads in an attitude of the utmost humility.

Some of the returned soldiers recently secured a harvesting job in Southern California. "Well, boys," said the rancher, "do you like this work better than army life?" "In some ways it's better and in some it ain't," spoke up one of the doughboys. "It evidently's going to be a long time here before you'll ever say 'stand at ease.'"

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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ABERDEEN, Wash.....P. O. Box 280
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Agencies:
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PRINCE RUPERT (B. C.), Canada....P. O. Box 968
KETCHIKAN, Alaska.....P. O. Box 201
PETERSBURG .....Alaska

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ASTORIA, Ore.....P. O. Box 138

FERRYBOATMEN'S UNION.

SAN FRANCISCO, Cal.....9 Mission Street

MARINE FIREMEN'S AND OILERS' UNION OF BRITISH COLUMBIA.

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VICTORIA, B. C.....1424 Government Street

B. C. COAST STEWARDS.

VANCOUVER, B. C.....539 Richards Street

Labor News

International President Mahon of the Amalgamated Association of Street and Electric Railway Employes has issued a call for the sixteenth convention, to be held in Chicago, beginning September 8.

A one-day strike of Macon Railway & Light Company platform men resulted in recognition of the Street Car Men's Union, a 10-hour day and a wage rate that ranges from 36 to 40 cents an hour. Former rates were from 23 to 28 cents.

Molders' Union No. 164 and International Association of Machinists' Lodge No. 68 have unanimously endorsed the action of the San Francisco Labor Council in protesting against the carrying out of the proposed deportation of seven Hindus.

An arbitration board has awarded an eight-hour day and wage increases to striking employes of the Boston elevated railway system. Rates are advanced up to 62 cents an hour, and will date back to May 1. Union officials declare it is the best wage scale in America for street transportation workers.

About 1,000 cigarmakers, mostly women, have suspended work in four large factories at Bethlehem, Pa. It is charged that these workers are victims of New Brunswick, N. J., "agitators" who have stirred up trouble in that low-wage community, and who now come to Bethlehem with their pernicious doctrine of living wages and better working conditions.

Earnings of $9.60 per week by women candy makers in the busy season and $5.62 in the dull season, representing an increase of 40 per cent. since 1915 for these women, with $18.35 per week for men in the busy season and $10.41 in the dull season, representing an increase of 75 per cent for the men since 1915, are some of the figures given by Miss Mary Van Kleeck, director of the Woman-in-Industry Service of the United States Department of Labor, in a report on the candy trade in Philadelphia, which is one of the large centers of the candy industry in the United States.

The Southwest Bell Telephone Company is interested in the welfare of its telephone girls, and has organized a "union" for these workers. The girls were not troubled about drawing up a constitution or preparing plans for the new organization. They were called in one at a time and told "we want to fix it all nice for you." The girls who signed were tendered a banquet by the company, which is guaranteed its dividends while under Government control and can charge its union-smashing costs to operating expenses. The regular union of telephone operators is struggling against this power.

The minimum wage scale for women under present living conditions should be $18 a week, said Mrs. Raymond Robins, president of the National Women's Trade Union League of America, in discussing the question of women's wages with a representative of the Christian Science Monitor in Chicago. Ten years ago, she said, efforts were made in Chicago to have a minimum wage fixed at $12. If that was a fair wage at that time then $18 will be the least women should receive now. Mrs. Robins would not advocate fixing a minimum wage by law, however, but thought there ought to be a minimum wage commission to pass on such matters.

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TO

WORK AND VOTE

Against the Ratification of the National Prohibition Amendment to the Constitution

74

Int'l Union of United Brewery Soft Drink Workers — Union Made and Bottled — Soft Drink and Mineral Water — Of America

Ask for this Label on Soft Drinks

Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Abrahamson, John
Aheson, P.
Akkoson, Erik
Akerstrom, O. R.
Akerson, Adolf
Andersen, Rasmus
Albertsen, Hans
Albrigtsen, G.
Andersson, F.
Andersson, S.
Andersen, Albert H.
Antonsen, A. G.
Bogley, F.
Bassen, G.
Bakby, Chris
Ballah, Lee
Berg, Wm.
Berg, John
Bergvist, Axel
Bendixon, Hans
Berglin, Ivor
Bodie, Wm.
Borgen, Arne
Carlson, Gust
Carruthers, M.
Carlson, Eric
Carlson, Carl A.
Casperson, Carl
Carlson, Gustaf A.
Corstensen, C.
Carlson, Chas. H.
Camino, C. C.
Carlson, Oscar
Dahl, P.
Danielsen, O.
Dahl, John
Davies, Harold
Dehler, Fred
Dunn, W. G.
Edston, F.
Edwordsen, John
Erikson, Einar
Ekstrom, G.
Eriksen, John
Eriksen, Otto
Engberg, O.
Ersner, I.
Erikson, Erik
Fagersvedt, O.
Forsvaag, C.
Feidji, J. A.
Fuidge, E. W.
Flotten, J. G.
Gabrielsen, P.
Gittler, Karl
Gibson, Geo.
Gibson, Wm.
Grau, Aksel
Hansen, Olaf
Hansen, A.
Hasvold, Paul
Halst, H.
Hansen, John
Hansen, Jorgen
Hansen, G. E.
Haltness, M.
Holseth, Ed.
Hanson, Peter
Haraldson, John
Hendricksen, H.
Herlitz, Ivar
Hernes, C.
Iversen, A.
Jacobsen, Johan
Janson, E. A.
Jacobsen, K. -2127
Jensen, H.
Jensen, C.
Jensen, P.
Jensen, N.
Johnson, E.
Johnson, H.
Johnson, Knut
Johansen, C. -2097
Johanson, Jakob
Johnson, A. W.
Karlsen, O.
Kaleva, J.
Kasti, H.
Korsama, N. J.
Karlson, G. A.
Karlstrand, G.
Karlsson, E.
Keeney, F.
Larsen, C. A.
Lutzen, W.
Lampee, F.
Lui, T.
Larsen, Nils
Larsen, Arne
Larson, G.
Anderssen, Gustof
Anderson, Julius
Anderson, J. E.
Andreassen, Olof
Anderson, John N.
Anderson, John
Anderson, Harry
Andersson, W.
Anderson, Rasmus
Alton, Nester
Axdal, O. S.
Aune, Edward
Bolstad, A.
Bloomgren, A.
Blendheim, A.
Birkland, Hans J.
Bratt, F. H.
Brown, John J.
Bruce, Albert
Bund, Nils
Burns, C. L.
Burgess, J. W.
Bjorseth, K.
Carlson, Martin
Cartveil, Carl C.
Christensen, K.
Christoffersen, H.
Chester, E.
Christensen, O.
Cristopher, F.
Chester, E.
Corron, G.
Comstedt, E.
Douglas, W.
Dreyer, T.
Dulland, C.
Dutton, H.
Dunn, C. O.
Erikson, Nils
Ericson, E. R.
Ekdahl, F.
Ekendahl, W.
Enoksen, A.
Ellingsen, E.
Elstad, J.
Elize, Karl
Elling, A.
Flemming, M.
Franson, O.
Franzell, A.
Frynell, N. W.
Frederiksen, J.
Granroos, E.
Greiphan, P.
Gusjaas, O.
Gustafson, T.
Gulfeldt, A.
Henricksen, E.
Helvik, F.
Herring, A.
Hill, F.
Holmberg, E.
Howard, Geo. W.
Holland, J.
Holstrom, O.
Holst, H.
Hope, M.
Holm, A.
Holmquist, E.
Huber, C. L.
Ingelbretsen, O.
Jonas, A. H.
Johansen, Karl
Johnson, Oscar
Johnson, A.
Johansen, Knut
Johnsen, Adler
Johnsen, Angell
Johnson, Peter M.
Johansson, Charles
Johanson, Adolf
Johnson, John
Julius, P.
Koppen, Olaf
Kipper, H.
Klintberg, S.
Kristensen, K.
Knudsen, A. J.
Kroon, A. W.
Kristiansen, J. A.
Kurkanen, E.
Larsen, H.
Larsen, Hans
Larsen, Ludwig
Larsen, E. G.
Leeuwan, A. V.
Lesse, C.
Lee, C. A.
Lidsten, C.
Ligoski, J.
Levine, B.
Licht, P.
Loken, C.
Morken, M. L.
Magnusson, L.
Martinsen, I.
Mattsson, H.
Mardison, A.
Mangsted, J.
Malone, B.
Martinson, H.
McPherson, J.
McGuire, J.
McLeod, A.
McGregor, J.
McLeod, John
McPherson, R.
Ness, J.
Ness, H.
Nelson, Geo.
Newman, J.
Nelson, Axel W.
Nelson, Carl
Neilsen, George
Nelson, Nils H.
Oberg, Joe
Ohlson, B. -597
Olsen, Ole
Olsen, Albert
Olsen, Ferdinand
Olson, John
Olson, Hjalmar
Olsen, Herman
Plantiko, W.
Ponchek, C.
Pallisen, K.
Petterson, Herman
Peterson, P.
Pederson, Halvor
Pelta, H.
Permin, J. C.
Peters, F.
Petterson, Adolf
Rasmusson, Christ
Reinhold, G.
Replinca, A.
Ringdal, O.
Ring, W.
Sandberg, Otto
Sabanes, P. T.
Salo, John
Sears, G. L.
Selen, Gustof
Sebjohnson, S.
Schwarzicus, W.
Shoberg, Johan
Sorger, E.
Solwer, B. M.
Solberg, Olaf
Simmons, John
Simonsen, H.
Talu, John J.
Tupper, A. E.
Tangerwos, Ole
Toyra, A.
Tuorilla, J.
Tornquist, H.
Tonneson, A.
Torgersen, Ed.
Tyrrell, J.
Voigt, Arthur
Wadham, C.
Wallgren, F.
Wall, W.
Weld, L. A.
Westergren, W.
Ween, O.
Yansen, Emil
Yorkwell, Anton
Loventz, B.
Lux, C.
Leiravaag, H. J.
Lund, E.
McCoy, J.
McDonald, Wm.
McDonough, E.
Mekelson, C.
Melder, A.
Miller, F.
Mikkelsen, K. -1620
Miller, A. M.
Miettener, J.
Michelsen, H.
Mickelsson, E.
Morrison, W.
Mortensen, K.
Moor, T.
Nimen, August
Nilsen, Hans L.
Nilsen, Andros
Nurhoven, E.
Nord, C. W.
Nordfeldt, T. F.
Noven, Berent
Nyman, John E.
Olsson, John H.
Olsen, Emanuel
Olson, E.
Olsen, Ole D.
Olsen, Nic
Olnes, L.
Otterspeer, Wm.
Pettersen, P.
Pearson, Gustav
Pestoff, S.
Pedersen, Carl
Pederson, P.
Pederson, Karl
Petteson, Oscar
Pepione, Joseph
Powell, Hamilton
Punis, Anthony
Rosenthal, W. J.
Roon, O.
Ronning, H. G.
Runnquist, G.
Smeland, E.
Stolzerman, E.
Strand, C.
Stentez, R.
Stiffler, Ray
Swanson, Chas. I.
Swanson, William
Swanson, John
Sundby, Emil
Svendsen, John A.
Sverdrup, T.
Sunde, K. A.
Torvig, O.
Thorsen, Herman
Thorson, Victor
Thorn, Arvid
Thorsen, Hans
Thomas, J. E.
Thorsen, Carl
Troverson, Louis
Vesgaard, Hans
Williams, John
Williams, T. C.
Wirta, George
Wiger, J.
Wilson, Gus
Welner, Fred
Wullum, J.
Zelink, Arthur M.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Augustin, H.
Barnard, O. W.
Barrot, G.
Bengtson, S.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Carlson, Osc.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Jansson, Stefan
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johanson, Stefan
Johannessen, Alf.
Johannessen, Jonas
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Malmberg, E.
Martinson, Adolph
Meiners, Herman
Miller, F. W.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom R.
Olesen, W
Olsen, J. C.
Olson, A.
Olson, W.
Olsen, Alf
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Smyth, J. B.
Soderlund, Uno
Stutt, Axel
Svenson, B
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

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INFORMATION WANTED.

Members of the crew of the "John A. Kirby," who have not already filed their claims, should communicate with the undersigned. I have made arrangements to file claims for families of seamen and officers who were lost by submarine activities during the war; also for seamen who were injured by torpedoes, etc., or who were taken into Germany as prisoners. Such persons should communicate with me at earliest convenience in order to have their claims filed with the State Department. Silas B. Axtell, One Broadway, New York. 7-23-19

The Public
A Journal of Democracy

Poverty is A Crime!

IT isn't a crime to be poor, any more than it is to be murdered. The poverty-stricken man is not a criminal. He is a victim of a crime for which others as well as himself are responsible. Henry George 33 years ago gave a lecture before the Knights of Labor the title of which was

"The Crime of Poverty"

It has since become a classic and has touched the spark of ambition in the hearts of thousands of men and inspired them to better things.
You can get a copy of this gripping lecture, well printed in a neat, cloth-bound book, and THE PUBLIC, A Journal of Democracy, for 13 weeks for only 65 cents. Let THE PUBLIC be your interpreter, as it is for many of the great liberal thinkers of the day: Brand Whitlock, U. S. Minister to Belgium; Wm. C. Colver, Federal Trade Commissioner; Ray Standard Baker, and hundreds of others.

Frank P. Walsh, Joint-Chairman of the National War Labor Board says:
Every worker in America should be a subscriber to THE PUBLIC. All lovers of justice are striving toward the same end. THE PUBLIC points the way.

Write your name and address clearly on the margin, attach 65 cents, stamps or money order, and with the first number of THE PUBLIC we will send you a cloth-bound and handsomely printed copy of "The Crime of Poverty."

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Portland, Or., Letter List

Anderson, Albert	Larson, C. -1632
Anderson, C.	Lehtinen, Armas W.
Ahren, Wm. J.	
Aimer, Robert	Lindner, John
Backman, Peter W.	Melgant, F.
Bjork, Rudolf -2206	Miller, Harry
Bohm, Franz	Mikkelsen, Harry
Christensen, H. P.	Murphy, Francis Leo
Cunningham, G. F.	Newkirk, Clifford
Dahl, Louis	Nordman, Alek
Doehring, Otto	Nielsen, Jens
Duret, J. E.	Nilsen, Chas.
Eikland, Ole	Nielsen, W. -1000
Ellegaard, M.	Nelson, Harry
Elliot, Austin A.	Ogilvie, Wm. A.
Guildersen, W. E.	Ohlson, J. A.
Geiger, Joe	Olson, John
Graaf, John D.	Olson, Chas.
Hanson, August -1134	Pope, Herbert
	Paulsson, Herman
Harding, Ellis	Petersen. Anton
Hartman, Fritz	-1675
Hatland, A.	Petesen, Knut
Hauschild, B.	Petter, G.
Henriksen, Geo.	Rensmand, Robert
Hogstrom, Karl I.	Ringdahl, Ole
Huber, C. L.	Ross, Geo.
Johansson, Charles -2407	Ruisgaard, Soren
	Ruud, Ole H.
Jorgenson, Earl	Samuelsen, S.
Jensen, H. T.	Sandstrom, Olaf
Jespersen, Martin	Schmeltning, Max M.
Johnson, C. A.	Schroder, August
Jordan, H. S.	Sibley, Milton
Kase, A	Siebert, Gust
Kaskinen, Albert	Swenson, C. E.
King, J. A.	Thompson, Walter
Knofsky, E. W.	Thoresen, Ingwald
Kristiansen, Wm. A.	Tuhkanen, Johan J.
Laatzen, Hugo	Wold, Frank
Larsen, C. J.	Wood, E. E.
Larsen, Hans	Ulvestad Knut

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anion	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magall, Michael	

San Pedro Letter List

Aagard, Anfin	Larsen, Martin
Aalto, Harry	Lato, Ely
Altman, E.	Lagerwold, M.
Anderson, Gust	Lechemus, Bill
Annes, Robert	Lindholm, Chas.
Ako, Jack	Lindstrom, J. A.
Anderson, Sven	Linden, Chas.
Anderson, Frank	Middling, J. M.
Amundsen, Pete	Malmberg, Ellis
Andree, E. A.	Mamers, Chas.
Baggs, H. L.	Martinsen, George
Billington, I. A.	Magnusen, Karl
Bergh, B.	Monterro, John
Berglund, E. J.	Nelson, Harry
Bernsson, Berger	Ole, Olesen
Brown, Parry	Olsen, O. W.
Brandes, W. M.	Olsen, Martin
Bruce, Albert	Olsen, Nick
Breien, Hans	Osterhaff, Henry
Carier, Peter	Petz, Fritz
Corregsona, Vincent	Petersen, Hugo
Craig, Thomas	Peters, Joseph
Davis, Orville	Raaum, Henry
De Nord, J.	Ragmund, Frank

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

The army of fighters has achieved its purpose.
The army of savers must remain in "action."
"Carry on" to a lasting peace under the banner of W. S. S.!

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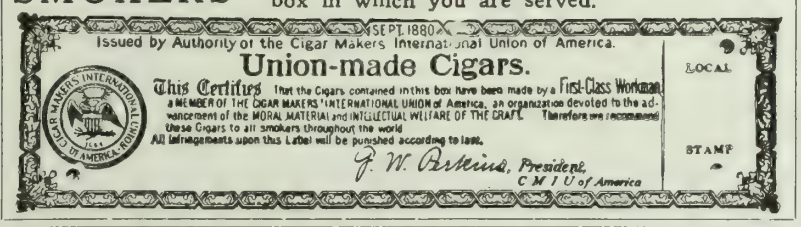

Eklund, Waino
Evensen, Ed.
Exlesan, Herman
Falvig, John
Forsman, Nils
Fraser, Alexander
Fickle, Omer
Granthal, Arthur
Graners, Gust
Gunnerud Torvald
Grundwald, Alvis
Grassen, Yan
Greenwald, John E.
Hansen, Olaf
Halmstrom, F.
Haeik, A.
Hagberg, Aksel J.
Holm, Nils W.
Hyon, L.
Johannsen, Fred
Johannson, N. A.
Johanson, John
Johanson, Fritz
Johanson, J. A.
Johansen, Carl
Jones, Erest L.
Johnson, J. E.
Johnson, George
Jonasen, J.
Jensen, Jens
Larsen, Johan -1542

Raytke, Otto
Roed, H.
Roed, L. A.
Rosenblad, Billy
Rosenthal, Walter
Samson, Louis
Scurankesken, Merinius
Skogberg, J.
Smeborg, Olaf B.
Smith, Emil
Stolzerman, E.
Stratten, M.
Sanders, Chas.
Swanson, Ben
Sheild, Oscar
Thompson, Alex.
Thompson, Maurice
Thorntund, J. N.
Tiller, Edw.
Thoren, E. A.
Toivonen, F.
Tysk, J. H.
Vizcarra, Oscar
Wrigg, F.
Wilhalmson, Karl
Wahl, J.
Wiklund, T. J.
Wichman, Carl H.
Yeaman, W. E.
Zunderer, Heo

INFORMATION WANTED.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room I, New York City.

You Want the Truth

This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

LA FOLLETTE'S MAGAZINE

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INFORMATION WANTED.

Will Lars Hansen, who was second mate on the "William T. Lewis" last January, please call on or communicate with F. R. Wall, 324 Merchants Exchange, San Francisco? Phone Sutter 5807. 6-25-19

Home News

Postoffice officials predict that within a year air planes flying on daily schedule will carry mail from New York to San Francisco in a day and one-half. The record time now is nearly five days.

The separate bill proposing repeal of the daylight saving law, already passed by the House, was reported favorably to the Senate by Chairman Cummins of the Interstate Commerce Committee.

A total of 245,018 men, women and children secured employment through the California State Public Employment Bureaus during the year ending June 30, 1919, according to the annual report of John P. McLaughlin, State Labor Commissioner.

A resolution to co-operate with the three other railroad brotherhoods for the creation of a national labor party was adopted at the annual convention of the Brotherhood of Locomotive Firemen and Enginemen. Similar action was taken at the recent convention of the Order of Railway Conductors.

Deportation of 513 enemy aliens for violations of various war statutes is proposed in a bill unanimously reported by the House Immigration Committee. The aliens are now interned at Fort Oglethorpe, Ga., and Fort Douglas, Utah. They would be permitted hearings by the Department of Justice before deportation.

Part of the House committee investigating War Department expenditures will go to Portland, Ore., and the Northwest to look into spruce production for airplanes. This was finally determined on during the week. A partial report to be made to the House is expected to assail the War Department for not sooner making the surplus of canned meats and vegetables available for public use.

Congress has voted $14,000,000 for the rehabiliation of injured soldiers and sailors. This action follows a veto by the President on an appropriation of less than half that amount and which would result, the President declared, in disabling the entire service. The work of rehabilitation is being directed by the Federal Board for Vocational Training. Soldiers who are receiving vocational education are being paid by the Government while so engaged.

Between thirty and forty fires beyond control are still burning in North Idaho, Glen C. Smith, assistant district forester at Missoula Mont., advised Governor D. W. Davis during the week. Losses in timber he estimated at 30,000,000 board feet, and losses to private property at $300,000. The Forestry Service has already spent $275,000 in an effort to control the fires, he said. Fires burning in the Yellow Pine district of the Thunder Mountain country are raging with unabated fury. Smaller fires in national forests of South Idaho are being brought under control. Secretary Lane telegraphed from Washington he had set aside an additional $200,000 to help fight Idaho's forest fires. The Governor of Idaho refused to join Judge Cornwall, editor of the Timberman of Portland, Ore., in asking the Federal Government for troops for fire-fighting purposes. Soldiers, he said, will not be asked for in Idaho as long as it is possible to hire labor.

Domestic and Naval

Holland is vigorously protesting against the tunnel from Dover to Calais on the ground that it will hurt her passenger and freight traffic.

Japan will build two battleships, three light cruisers and eight destroyers during this fiscal year. All of the hulls are to be built by private shipyards, to help offset the slump in shipbuilding following peace. The navy will complete the vessels.

Henry Ford will build no more vessels after his contract with the Government expires this month. Many of the buildings on the River Rouge, near Detroit, where the "Eagle" submarine chasers were turned out, are now being transformed into machine shops and will be used in the manufacture of tractors. Frank E. Kirby directed work on the "Eagles." Mr. Ford at first thought of using the surplus material when the war ended in the construction of small lake freighters or canalboats, but this idea was later abandoned.

The Todd Shipyards Corporation has closesd a contract with the Sinclair Navigation Co., New York, for the construction of a self-propelled oil barge of 1,450 tons deadweight, to be delivered complete in all respects in eight months. The steel hull will be constructed at the plant of the Tebo Yacht Basin Co., the engine at the Quintard Iron Works and the burners will be supplied by the White Fuel Oil Engineering Corporation, all subsidiaries of the Todd Shipyards Corporation. The barge, which will have a speed of 7½ knots, is to be 216 feet over all, 210 feet between perps., 44 feet beam and 14 feet molded depth.

One officer and six enlisted men were killed in the destruction of the American mine-sweeper "Richard H. Buckley," by the explosion of a mine in the North Sea, July 12. Two other officers were injured. Two officers and sixteen enlisted men were rescued. The "Buckley," with other mine-sweepers, was removing the North Sea mine barrage when a mine became entangled in the sweeping cable and exploded directly under the ship's stern. The trawler sank in six minutes, before other vessels of the fleet could reach her. Commander Frank A. King remained on the bridge directing the efforts to save the crew and went down with his ship. The remainder of the dead either were killed by the explosion or trapped below decks when the vessel sank.

According to a press dispatch, a shipyard will be erected at Newport News, Va., by the Southern Shipyard Corporation, which has organized with $200,000 capital and the following officers: O. A. Blovom, president; T. A. Fowler, vice-president; C. L. Marsilliot, secretary-treasurer; J. B. Ransome, general superintendent. The plant will be in operation by the end of the year and will include a Crandall type marine railway of 3,000 tons capacity and several smaller ways. Contract has been awarded to the Sanford & Brooks Co., of Baltimore, for constructing a 3000-foot bulkhead and a 500 by 40 foot dock required and to the Truscon Steel Co., Youngstown O., for six buildings of all steel construction with concrete floors, to house the machine, pattern and woodworking shops and offices.

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JUNE 30, 1919.

Assets	$60,509,192.14
Deposits	57,122,180.22
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,387,011.92
Employees' Pension Fund	306,852.44

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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Abbors, Arne
Aberg, Einar
Adams, Arch
Adams, Christ
Adamsson, John
Ahlburg, Max
Ahlfors, Arthur
Ahokas, I.
Akerman, V.
Alfredsen, A.
Algren, W.
Alin, Victor
Alliar, W.
Alto, Vaino
Amsler, C. L.
Andersen, F. -1473
Andersen, Olaf
Andersen, Adolf
Andersen, A. V.

Baak, M.
Backe, K. V.
Bang, Anker
Baranowzki, Zigm. S.
Barentse, J.
Beck, John A.
Behne, W. A.
Benson, S. -986
Bergesen, Berger
Bergstrom, I. M.
Berseth, R. J.
Bjorklund, Eric
Bjurlund, N.

Cameron, James
Carlson, E. R.
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Carlson, Julius
Carlson, J. -861
Carlson, Gunnar
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Nielsen, K.

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Svensen, Anker
Svensen, E. -2675
Swansen, Fred
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Swanson, H.
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News from Abroad

The Ministry of Communications in Brazil will shortly begin work upon the electrification of all suburban lines and terminals of the Government-owned railways of Brazil.

Senator Luzzatti, formerly Italian Premier, in a statement to the Associated Press, predicted a tariff wall against German imports in order to prevent a sudden avalanche of German products into Italy.

Chinese Government railroads yielded a good profit for the year 1917. The report for that year shows a surplus for the entire system of $21,630,195, which is a slightly larger sum than the 1916 surplus and nearly double that of 1915.

Since the armistice 2,750,000 British soldiers have been discharged, of which number only 400,000 remain unemployed. This means that 80 per cent. of the fighting men have been absorbed into industry, and statisticians claim that this is a greater proportion than France, Italy or the United States can show.

The American Chamber of Commerce in London understands that a British naval correspondent in Japan foresees the end of Japan's dependence on imported steel from the United States and from Great Britain. The Japanese are said to be exploiting on a large scale the ores which they have discovered in Korea and to be making extensions of their industries to handle this new source of supply. Ore concessions in China will further increase the Japanese raw material.

All land values are to belong to the State in the Republic of Austria. Frau Hertzka, head of a school for agriculture and domestic science for girls near Vienna, in reporting the above to the International Congress of Women at Zurich, said also that no one at present is allowed to hold more than about three hundred acres of land. Small holdings are often worked co-operatively for economy's sake, and the great castles have been taken over by the Government to be used in many cases, and frequently with compensation, as hospitals.

Germany has been notified in a note sent by the Allies that they possess the right to punish the persons responsible for the destruction of the German ships and to collect reparation for the loss. The sinking of the fleet is denounced as a violation of the armistice and a deliberate breach, in advance, of the conditions of peace. When the investigations have been completed, the note states, the Allies will exact "the necessary reparation." Reparation also will be asked for the burning of the French battle flags, which, under the treaty, Germany was to have returned to France.

The American army of occupation technically ceased to exist when the removal of the units still in the Rhineland began during the past week. It is expected that within a comparatively short time there will remain on the Rhine only one regiment, with certain auxiliary troops, totaling approximately 5000 men. The Fourth and Fifth Divisions, now entraining for Brest, will be followed eventually by the Second, Third and First Divisions, in the order named. The exact time of departure of these latter divisions depends on the manner in which Germany carries out the military terms of the treaty.

With the Wits

"How did you feel after the car struck you?" "Very much run down, doctor."—Judge.

"A scientist declares that meat eaters are more active than vegetarians." "They've got to be to get meat to eat."—Boston Transcript.

"Thought transference? Nothing to it. I've tried it." "Got to have some thought to start with," commented the other chap.—Louisville Courier-Journal.

The Reckless Auto Driver (rounding a corner at full speed)—Do you hear those cylinders knocking?

Timid Companion—'Taint the cylinders; it's my knees.—Toledo Blade.

"Madam, why can't you serve on this jury?" "Why, Judge, I have a bridge engagement this afternoon." And she said it so positively that the judge subsided.—Kansas City Journal.

In a western court a certain man was defending himself in a suit for divorce. "She's unreasonable," he contended, adding, "why the other day she called me the laziest man in the world because I threw a kiss at her."

"But suppose," said one of the spectators on the Common, "that the parachute should fail to open after you had jumped off—what then?" "That wouldn't stop me," answered the parachutist, "I'd come right down."

"Sargent was a great artist," said the teacher of the drawing class. "With one stroke he could change a smiling face into a sorrowful one." "That ain't nothin'," piped up Johnny. "Me mother does that to me lots of times."

Mrs. Flatbush—Has your husband started on his garden work?

Mrs. Bensonhurst—Oh, yes. Why, he came home from the club to-day awful tired.

Mrs. Flatbush—How could he get tired doing anything about his garden at the club?

Mrs. Bensonhurst—Why, his jaw ached something awful.—Yonkers Statesman.

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

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LABOR AND BUSINESS

An Instructive Survey of Their Post-War Relations

The following timely article by Roger W. Babson, president of Babson's Statistical Organization, is reprinted from a recent issue of The Public.

Mr. Babson needs but little introduction to the readers of the Journal. His contributions to current literature on the problems growing out of the relations between labor and capital are quite widely read. The fact that he is also a generally recognized spokesman for the saner element among American employers of labor only lends additional interest to what he says, whether we agree with his conclusions or not.

Labor and business are facing each other. There can be no business except as labor is satisfied, and little labor except as business is recognized. It is harder to satisfy labor than it ever was. Therefore the labor question looms large in every business proposition. Heretofore it has been commonly true that labor took what was left,—what business could afford to give it. It looks as though from now on labor must be reckoned as one of the first prime costs of doing business. Just as we figure raw material, overhead, and the other common items in production cost, so we must figure labor as a prime charge.

Furthermore, this charge is not a fixed or static thing. It is always changing, always mounting higher. It is this that makes the labor question so increasingly important.

The average business man does not care much what his costs are, so long as he knows what they are. We have built up the habit of accepting costs and of passing the charge on to the ultimate consumer and of going merrily on with the game. Now we are confronted with an item in costs that is alive, that moves and changes while we are looking at it. What is more, the ultimate consumer has got about all he can stand in the way of costs.

The significance of this last statement is indicated by the new "Middle Class Union" just formed in London. At a big meeting held in London during March several hundred distinguished men and women, representing the consuming population of England, formed this new union to withstand the aggressions of high costs as forced on the public by the increasing demands of labor. The program included the familiar weapons of the unionist—the boycott, the strike (on buying), and so on. The members of the new union considered that the power to curb cost greed lay in their own hands.

We may never have a Middle Class Union in America. But we shall have a virtual strike on the part of the purchasing public, which will limit the output of our mills and shops and will put a new crimp in business activity.

Now, with this kind of thing facing us, what are we going to do?

There is just one thing that will help everybody—workers, employers, purchasers, investors, and all. That thing is increased production.

This statement is a truism, and furthermore it is a very easy statement to make. The statement is none the less true because it is easy to make it. It is true to-day under our capitalist society. It will be true under any other system that can be devised. We must live out of income or go bankrupt. If we live better, the income must be greater. There is no getting away from this simple economic fact. The problem is how to get more production.

I make no charges against American workmen. On the face of the case figures show that the average value of the product of the average American workman has steadily gone up for the past twenty-five years. If this is true, it is a welcome fact. There is ground for suspicion that the increasing money value of products largely accounts for this increase in value. However, I do not press that point. Let us go to England for our illustration. Since 1886 the average value of the product of the average British worker has steadily fallen. My expert, Mr. George E. MacIlwain, says in 1912 it was thirty per cent. less than it was in 1886. When you question the British worker about this he will deny it or he will say that the worker is not going to "put his back into his job," as they say over there, for the sake of piling up profit for somebody else.

Now, England is some way farther down the road than we are. What we are finding here is that the danger of unemployment, the examples of large profits, the high cost of living, and all the other items that go into the indictment which labor brings against our industrial [illegible] are giving us a labor body which does not work with the enthusiasm which marked labor in the good old days. We have somehow failed to furnish labor with the incentive to produce which labor once had. No amount of preaching can bring that back to labor. Industry might produce enough to give everybody the scale of life which he wants. The plain fact is that industry does not at present produce this amount. If things go on as they are now going we are likely to arrive at the point where England now is, namely, at something which looks like universal sabotage on the job.

This is our great danger, and the avoidance of it is our great problem. My own feeling is that the only way we can solve it is by a more equitable division of the fruits of industry between worker and employer. This means that the employer must voluntarily take less for his share There is at present no other possibility. Progress in the immediate future can be made only by taking the worker into closer confidence, by giving him a better knowledge of the facts of the business, and by giving him an opportunity to train for a real share in the management. If labor is going to get more, it must ultimately do more. As long as labor can put forth its demands for more wages and less hours and get by with it, with no further share in responsibility, it will take that course. Why not? So would you and I.

My contenton is that we have reached the point in our most advanced industries where this process can not longer continue. We must call on labor to put its back into industry in a new way. The call will have no effect unless we can hold out some inducement to labor to do this. To bring this about labor must know more about the business and must take new responsibilities.

Labor is learning more every day. The level of intelligence of American labor is bound to rise. We are going to get fewer immigrants. The education level of the worker will therefore advance. Our Americanization activities also look in this direction. The great question is as to where the worker is going to get his instruction and what kind of instruction it is going to be. There are plenty of people ready to pour into the workers' ears education leading to the degree of the horse-leech, who had three daughters whose one cry was, "Give, give, give." It is for the employer to devise a way to get into the minds of the workers education of another sort and to make them understand that those who say "Give, give, give," must also themselves give. There is no way to get without giving!

I therefore feel that it is up to employers to open up to the workers the doors to fresh responsibilities. They must be urged to take the part of men and women in industry, instead of being merely cogs in the industrial machine. When our workers know industry from the employers' standpoint, they will cease to make demands that proceed only from their own selfish standpoint. The can gain this knowledge only by doing the things that have hitherto been regarded as the sole function of the employer. This new activity must be paid for on its own basis.

I do not mean by this that the manager should be turned out and a man in denim put in his place. I know well that men cannot go from the molding room to the general manager's office overnight. I do feel that the functions of management and the problems of management must be shared by the workers just as fast as they are able to take them up. Co-operation must mean not merely co-operation in work. It must mean co-operation in responsibility, in profits, in everything that goes into industry. I see no other solution, however much both sides to the controversy now avoid it.

GETTING AT THE TRUTH.

The letters received by a trade-union editor cover a wide range of understanding, mental attitude and viewpoint. Communications are received from some cock-sure individuals who are positive that the trade-union movement is almost all wrong, and that some particular theory which they hold is the only one which will enable the wage-earners to work out their industrial salvation. Others indicate that the writers have but few ideas of their own and but little knowledge of the problems which affect them. Then there are the letters from earnest men who desire to become well-informed, who are anxious to know the truth, and who ask for assistance in securing the knowledge which they feel they must possess in order to make the most of their opportunities.

It is an almost impossible task to tell the searcher after knowledge, what is the truth, and the whole truth, about the single tax, socialism, communism, bolshevism, syndicalism, anarchy, co-operation, and the other theories and methods by which men have endeavored to solve the worker's problems. It is possible to give a fairly accurate definition of any "ism" or theory which has been advanced . . . the dictionary and the encyclopedia help us out in these matters. It is an altogether different question when the effort is made to explain theories in connection with practice and to explain the results which have followed the efforts made to apply these theories.

One serious difficulty in endeavoring to arrive at the truth concerning these movements lies in the fact that many active and sincere minds have become wedded to some particular theory, and the method of its application, which prevents the individual from taking a broad-gauged view of what is going on in the world. Some theory or philosophy having met with their approval, they are no longer able to give a fair or full consideration to others, they can only see the good in the theory which attracts them, and only the bad, and the unsound in all others. They become so wrapped up in the belief that their theory, or system, is the only one, that their minds are unwilling to admit that there can be truth and soundness in others.

What we need, is all of the information which we can secure, and this in itself is not sufficient, unless we have had considerable experience, for even a sound theory can be applied in such a manner as to work destruction. When we are experimenting with economic and industrial theories we can wreck a labor movement as effectively as the chemist, who knows the chemicals he is dealing with, can mix or handle them in such a manner as to blow up his laboratory and destroy his own life.

In some ways the partisan advocates of many economic, industrial, and social theories or philosophies resemble the various medical schools. There is, for instance, the old-fashioned and general practitioner of the allopathic school; then came the homeopaths who were convinced that the allopaths killed more of their patients than they cured, and who could cite terrible examples of mistreatment to prove their case. The hydropaths, who believed that most of the human ills could be cured by water treatment, attacked both the homeopaths and the allopaths as vigorously as one of these groups of doctors had attacked the theories of the other. Then in more recent times the osteopaths became convinced that the allopaths, the homeopaths, and the hydropaths were largely either fakers and charlatans or men who were fundamentally ignorant relative to the functions of the human body which should be understood as the osteopaths understand them to overcome disease.

When the practitioners of any of these groups, or any of the others which exist, reach the conclusion that their own theory of medical practice contains all of the truth which it is necessary to know and apply, and that the members of the other medical schools are ignoramuses, fundamentally wrong, and many of them fakers, then their fitness to experiment in an effort to effect cures is completely nullified. No medical school contains all of the truth; and when the graduate of a medical college has acquired all of the knowledge which the college can give him, he is not permitted to immediately begin to apply his little knowledge and skill to the public, he is forced to go to some hospital and serve as an interne, so that in addition to what he has learned from books and lectures, he can have some practical experience under the watchful eye of the physician in charge of the hospital, before he is turned loose upon the community to cure the physical ills which exist.

Those who are searching for the truth, and all of the truth, should not permit themselves to become convinced that some particular philosophy, or "ism," contains the sum and substance of all of the truths, and that every other philosophy is unsound, untrustworthy, and containing nothing warranting their serious consideration.

As between theory and practice, philosophy and experience, the test is always found in the application. How has a certain method of system operated when applied to men as they are is the most essential information to secure.

The ablest battleship designer in every country—men governed by mathematical methods of applying their knowledge and ability to designing—have been forced to fundamentally change engines, construction, armament and armor as the result of one naval battle which gave a practical application to their own previous theories or those of their predecessors.

The practical school of experience which the workers have had is only found in trade-unionism. It is in the every-day experience, in the shop, and in the meeting hall. It is in the experience found in committee work, in the conferences with the employers. It is the experiences acquired during strikes and the efforts to maintain the organization in the face of hostile employers. It is in these and the experiences acquired in the effort to secure necessary legislation that the trade-unionist acquires the practical knowledge which fits him better than any one else, to see the world in which he lives and works as it really is, and to understand the problems of to-day as they must be understood if he is to make his trade-union an effective organization.

To those who frequently ask the Editor for information as to the books they should read in order to secure the truth, and all of the truth, there is but one reply, "read the standard works of all schools dealing with economics, sociology, or the industrial problems." Read as much written by the writers on the other side as time can be found to give to their position and viewpoint. But, above all, test every theory which they come into contact with by their every-day experience as workers and trade-unionists.—International Moulders' Journal.

LISBON AS AN AERIAL PORT.

The interest and delight of everybody in Lisbond in the success of the first trans-Atlantic flight looks further than the immediate achievement of a remarkable feat; it sees the city a future port for trans-atlantic aerial traffic, with all that such a situation would mean to Portugal in national prosperity and prestige. That Lisbon is logically placed to become a great aerial port, and to restore with its fleets of aircraft something of the glory that faded with the passing of the maritime pre-eminence that Portugal had gained in the fifteenth and sixteenth centuries, is a natural enough thought to anybody in Lisbon who knows the history of the city. De Macedo Piuto, Minister of Marine, voiced it when he said the other day, "Lisbon is the ideal terminus for such crossings, as the wide, sheltered and well-nigh landlocked expanse of the Tagus permits safe arrival and departure in any weather. The present flight, to say nothing of those we hope will follow soon, will teach us just what harbor disabilities we have to reckon with, and where it is necessary to build breakwaters to counteract them. The establishment of a regular air service would bring wealth and prosperity to Portugal." Harbor improvements are no small and inexpensive matter, and the ease with which the Minister of Marine speaks of them shows that Portugal is awake to the possibilities of the future and ready to go out to meet them.

THE MALEKULANS.

The sending of a small naval force to Malekula Island, in the New Hebrides, for the protection of planters against the natives, brings some incidental information about a peculiar people with the undesirable fame of being the most bellicose inhabitants of any island in the South Pacific. Malekula Island has long been under the joint control of France and England, and at intervals some display of force has been necessary to make the islanders respect the local representatives of a more advanced civilization. Despite their reputation for pugnacity, however, there is much, declares a recent writer, to be said for the Malekulans. For one thing, they are remarkably honest; the traveler who goes among them knows that however he may fare as regards personal safety, he is in no danger whatever of losing his personal property. And if he is careful not to irritate his hosts, he is likely to come away with a pleasant memory of the native village community, its discussions of community affairs in a kind of village forum, its dances, and its children's playground under the bay banyan tree. He learns also that many of the villages have a social club for men and that the islander, who is also a crack marksman with bow and arrow, takes great satisfaction in belonging to it.

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

One Kind of Free Speech.

A. F. of L. Secretary Frank Morrison has received from Wm. Z. Foster, secretary of the national committee for organizing iron and steel workers, a signed "permit" to hold a public meeting in McKeesport, Pa. The "permit" is addressed to the chief of police and is issued by Mayor Lysle. It is as follows:

"This is to certify that the McKeesport Council of Labor has permission to hold a meeting in Slovak hall on White street, Tuesday evening, July 15, 1919.

"Permission is granted subject to the following conditions, and is also subject to police regulation:

"(1st) That no speaker shall talk in any other language except the English language.

"(2nd) That a list of the speakers' names be submitted to the mayor before the meeting is held."

Secretary Foster states that trade unionists are paying no attention to so-called police regulations that are only intended to deny free speech. "We are holding our meetings," he writes, "under the auspices of the national committee, are using foreign-speaking organizers and are not submitting lists of speakers to the mayor."

Trade unionists make the point that Mayor Lysle is not issuing orders to the steel trust that only English-speaking workers shall be employed.

Start Labor Party.

Thomas Van Lear, former mayor of Minneapolis, was elected secretary-treasurer of the Working People's Non-partisan Political League of Minneapolis. This movement was launched at a conference attended by delegates to the Minnesota State Federation of Labor. It was voted to co-operate with the farmers' non-partisan leagues of North Dakota and Minnesota.

The purpose of the new league, it was declared, is "to unite members of organized and unorganized labor into movements in sympathy with those of the common people, in order that representatives may be elected to public office who will enact, interpret and enforce laws that will serve the general welfare in accordance with the platform adopted at this conference."

Weary of Non-unionism.

"We are weary of attempting to operate on a non-union basis and want to reach an agreement with the International Molders' Union," is the substance of a statement to President Valentine of that organization by a representative of the O. K. Stove and Range Company, Louisville, Ky.

The conference resulted in an understanding and the molding department is now strictly union.

The importance of this voluntary action by the company can be appreciated when it is recalled that this concern is one of the best known stove companies in the South, and since a molders' strike twelve years ago has been non-union and has been pointed to by anti-union manufacturers as justifying their opposition to organized labor.

The company's alleged success was frequently commented on at meetings of Southern foundry men and the plant has been the mecca of other employers to secure information on the company's success. But this "success" is now shown to be a sham—the company acknowledging that non-unionism does not pay.

Officers of this international union declare that the incident is of tremendous importance to the Southern stove industry.

"Hands Off Unions."

"Keep hands off trade unions" is the essence of a recent order to officers of the ordnance department of the Army by Brigadier General Pierce, acting chief of ordnance. The order is directed to officers in charge of workers and declares that "it must be clearly understood that there shall be no abridgment of the right of men to join societies, associations or unions of any kind, and no limitations upon conferences between representatives of those bodies and the proper ordnance representatives."

Back Payments Wiped Out.

Discharged service men who let their Government insurance lapse are given the privilege of reinstating their policies within 18 months without payment of all back premiums, under an order issued by Secretary of the Treasury Glass. The new regulation is regarded as the most liberal ever offered by any insurance organization and is designed to make it possible for every discharged soldier, sailor and marine to continue Government insurance after returning to civil life.

The only requirement is that the man requesting reinstatement must be in as good health as at the time of discharge and must pay the premium for the one month of grace in which his insurance was continued after he stopped payment and the premium for the month in which he requests reinstatement.

The reason for this requirement is that the insured was protected by having his policy continued in force that month and if he had died his dependents would have received the face of the policy.

War risk insurance officials say that many service men have been deterred from reinstating policies because they did not wish to pay or could not pay the accumulated premiums. The new decision permits a man to start all over and secure the insurance both as a protection to his dependents and as an investment.

Children Are Hungry.

The attention of social unrest probers is called to a statement by Miss Lydia Roberts of the Children's Bureau, Department of Labor, that from 3,000,000 to 6,000,000 American children are not getting enough to eat.

Many of these children are going hungry, says Miss Roberts, because their parents cannot afford to buy a sufficient amount of

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal

World's Workers

The Ido Federation of Socialists (Budapest) has issued the following: The Hungarian workers turn to the workers of the world praying them not to allow the destruction of what has been gained by the Hungarian Peoples' Republic. This destruction is threatened on the pretext of occupation. Our delegates visit every part of the world; we utilize all methods and all roads with a view to the enlightenment of the European workers concerning the menaced condition of the Hungarian democracy, of Hungarian Socialism, and of the Hungarian Labor Movement, and to secure effective help.

The recent passage of the Rowlatt Act has thrown the whole of India into a ferment of rage and despair, the like of which has never been known in the history of the country. Business was suspended throughout the country, meetings of protest were held, and demonstrations against the Black Bills (the Rowlatt Acts) took place in every city. In the Punjab the feeling was most intense. Here the stupidity and high-handedness of its ruler drove the people mad. Serious disturbances occurred in Lahore and Amritsar, the leading cities of the Punjab. Following these, the government put the entire province under martial law.

The most important fact in Great Britain is the addition of $1.50 a ton to the price of coal, which, by order of the Government, has already gone into effect. What that increase means to the vital industries of Great Britain is described as "disaster and ruin." Originally announced by Bonar Law in the Commons, enforcement was postponed at the request of miners and members on the understanding that the unions would agree not to strike for three months. In the meantime the miners were to demonstrate they could greatly increase the production of coal. The proposal was promptly refused by the national convention of coal miners. Meanwhile 200,000 coal miners of Yorkshire went on strike, the cause being a dispute over hours and pay. They were joined during the week-end celebration by 50,000 pumpers and surface workers.

The Sydney, New South Wales, Stove Molders' Union has been fined on the ground that it was involved in an "illegal" strike. The government made the charge and the court of industrial arbitration, in announcing the decision blamed union officials for not "controlling" these employes. The molders were employed in a shop against which they had grievance, and a conference with the manager lasted from noon until 2:30 that afternoon. The manager then refused to furnish the molders with iron for the remainder of the day, whereupon they declared they were dismissed. They refused to work there, and the next day demanded their wages. Complaint was made by the government that this constituted an illegal strike, which was upheld by the court, which ruled that under the compulsory arbitration law the union should be fined for permitting the strike.

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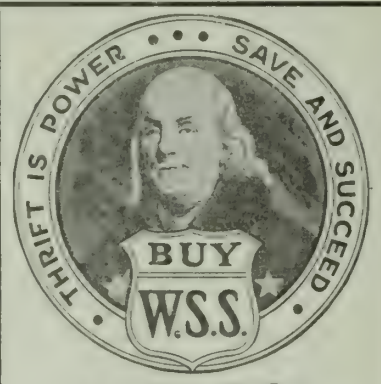

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INFORMATION WANTED.

Any one knowing the whereabouts of L. C. S. Admiraal, a member of the Eastern and Gulf Sailors' Association, last heard of in Rotterdam, Holland, 1914, will please notify his brother J. J. Admiraal, 51 South Street, New York, N. Y. 8-13-19

Anyone knowing the whereabouts of Calvin Pickett, last heard of in Port Arthur, Texas, February, 1918, will please notify G. Schroeder, Agent, Eastern and Gulf Sailors' Association, Port Arthur, Texas. 7-9-19

Members of the crew of the S. S. "Fred W. Whellen" who were on board November 11, 1918, when she picked up the bark "Galica" should file their claims with this office and be joined in libel which is being filed by the undersigned on behalf of the members of the crew. Silas B. Axtell, 1 Broadway, New York City. 12-25-18

Pacific Coast Marine.

The Shipping Board steamship "Oratan," previously reported to have been towed to Colon on account of a broken cylinder, will have to remain at the Panama port for at least six weeks, according to advices received.

The "Siberia Maru," Captain Totaka, will omit Honolulu on its outward voyage, September 5, going direct to Yokohama. This will enable the ship to make better time, arriving here on its return voyage October 23 instead of November 2.

The Canadian Consolidated Whaling Company believes that aeroplanes might be used successfully in spotting whales and has decided to investigate the matter, having arranged with the aerial league of Canada to furnish two pilots to assist.

There is much passenger congestion at Australian ports owing to the number of persons wishing to come to this country. All of the Oceanic liners are booked full until the end of the year. There is little prospect of an increase in the present facilities of transportation.

The steamer "Santa Alicia," which left San Francisco four months ago with coal for Central America and then took coffee to Havre, France, sailed July 1 from Norfolk for Argentina, where she will load coffee for San Francisco, resuming her West Coast route for the Grace line.

Steel shipbuilders of Portland are still conducting negotiations for private contracts, although no definite announcement of success has been made to date other than the statement that Scandinavian interests had virtually decided to place orders for four ships with the Albina Engine and Machine Works.

The historic metal fence which has separated the Crowley and Peterson launch concerns on the bulkhead between piers 14 and 16 for some years must come down. This was announced by President J. H. McCallum of the Harbor Board. One of the concerns has frequently requested that the obstruction be removed. The other company would protest. On one occasion the apparatus was actually taken down, but after a protest again was put in place. Recently when the Navy Department applied for the necessary space and conveniences at piers 14 and 16 to be used as landing places upon arrival of the fleet, the request was made that the fence come down so as to permit restricted movement of the sailors and visitors along the bulkhead. The request of Uncle Sam could not be denied.

The ancient and jinx-ridden bark "Harvard," which has endured more than is usually coming to the average windjammer that continues to float, will be towed to San Francisco from Honolulu and will be overhauled and placed in commission by the Charles Nelson Company, which bought the craft at the United States Marshal's sale recently. The first bid was thrown out several weeks ago and, after the advertising had been displayed for the necessary time, the local firm obtained possession by a tender of $5100. The "Harvard" limped into the port of Honolulu on October 25, 1918, leaking badly and with the report of the cargo of case oil piled along various reefs of the South Pacific. The oil had been thrown overboard and scattered by the wind and seas. Then the balance of the oil caught fire and there was a lot of excitement. The present owners expect to have a good vessel when the numerous repairs have been effected.

The shortage in passenger ship facilities between San Francisco and Honolulu is to be relieved by the Government, official advices from Washington announced recently. The officials of the Matson Navigation Company were notified that the big liner "Wilhelmina," engaged in transporting troops from France, will be released upon arrival at New York August 7. The "Wilhelmina" will be back at San Francisco the latter part of August and is expected to be overhauled and ready to resume her former service on the Honolulu-San Francisco run in October. Although nothing official regarding the release of the Matson liners "Maui" and "Matsonia" has been received, it is unofficially announced that both of these ships will be returned to the owners during the coming month. This will mean that in a little more than two months the former complete service of the Matson fleet will be resumed and the tide of tourist travel between the mainland and the islands will again be a big factor. The three liners were commandeered when the United States entered the war. Several narrow escapes from the German submarines resulted.

The officials of the Gulf Mail Steamship Company announce that internal combustion engines would be installed in the big five-masted schooner "John W. Wells" as soon as a convenient time was presented to lay the vessel up. The "Wells" is now en route from Melbourne for this port with a cargo of wheat. It has been the intention of the owners to turn the craft into an auxiliary immediately upon arrival, but so urgent were the offers to charter the ship for a cargo of barley for the United Kingdom that it was decided to delay the vessel's overhauling and engine installation until more time was afforded. In the meantime the rate of something like 150 shillings for the 6000 tons of cargo will more than pay for the auxiliary power. Thereafter the craft can be depended upon to make more money for the owners, for the time of passage will be cut down. The "Wells" is the largest schooner afloat on the Pacific, and was constructed at the St. Helens yards of the McCormick Steamship Company. McCormick operated the vessel for a time and then sold out to the present owners. The success of the auxiliary "City of Portland" demonstrated that this type of craft is a comer. The "Wells," like the "Portland," has a longitudinal steel truss frame extending the entire length of the ship and is well adapted to receive engines.

James Rafferty, special agent for the Government of the Philippines, suggests that Manila be made a general clearance port at which cargo from China, Dutch East Indies, Straits Settlements and India should be collected and sent on to San Francisco. In making this suggestion, Rafferty refers to the recent meeting with John H. Rosseter, at which suggestions were made as follows: Let Manila be made the American collecting and distributing port for the Far East, where homeward bound cargoes gathered from Singapore, the Dutch Colonies, China and India can be piled up waiting to be laden on ships of large tonnage, making rapid regular and direct voyage between Manila and Pacific Coast ports, and where American goods can, in like manner, be distributed. The prevailing thirty-day service to Manila should be reduced to seventeen days. To insure the success of this route, the co-operation of the Philippine Government will be needed, and may be secured if the Chamber of Commerce, foreign trade clubs, shipowners' associations, freight forwarders and importers and exporters of the Pacific Coast will send representatives to Manila or write or cable their plans to the Governor-General, requesting the co-operation of the government and its commercial organizations. The situation of the port of Manila in regard to the geographical relation to the countries mentioned, from which trade is to be drawn, is ideal and capable of indefinite expansion so far as the accommodation of ships is concerned.

Unless the Board of State Harbor Commissioners adopt measures to keep the slip between piers 14 and 16 free of all river and other big craft during the fleet visit, the most joyous event in Pacific naval history here may be turned into a disaster, the managements of the Peterson and Crowley launch concerns announced recently. The failure of the Harbor Board to keep the large craft away from the slip and from the end of pier 16 in November, 1916, resulted in an accident, for which Attorney William B. Acton recently won a case against the owners of the river steamer "Apache." The vessel was moored at the end of the pier and a swift flooding tide dashed the sailing launch of the United States steamer "Glacier" against the revolving paddles astern, and three men were drowned. Acton went into the Navy during the war, learned about the incident, and when he was released opened the case and won out. The launch experts estimate that the daily arrivals and departures of commercial and Navy small craft at this slip will total far into the thousands each day during the fleet visit. At present something like fifty launches come and go. There are frequent jams, however, and on numerous occasions mishaps of a serious nature are avoided only by inches. When this number of craft is multiplied by twenty there will be a continual jam and even if the best of care is exercised and none of the big craft are permitted near it is doubtful if a number of accidents will not happen. In addition there will be a congestion of probably 50,000 persons in the vicinity of the bulkhead. All will desire to cruise out on the bay and visit the ships. Some will be accommodated, but many will not get the opportunity. The congestion will be added to by the thousands of sailors, officers and dignitaries. All of these facts are being laid before the Harbor Board and immediate action is expected in the hope that the visit of the fleet will not result in mishaps.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

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328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 13, 1919.

A STRIKE WELL SETTLED

Now, that something like definite news about the recent seamen's strike on the Atlantic and Gulf coasts has at last filtered through to this side of the continent, seems a good time to take a leisurely squint at what the comrades over there have accomplished.

To present the matter in an orderly sequence, the organized seamen on the Atlantic and Gulf coasts have secured from the American Steamship Association and the U. S. Shipping Board the following concessions:

First. A flat increase of $10 a month in wages for all hands in the deck department, except deck boys, whose wages are to remain the same as before. This is a compromise on the seamen's original demand for a $15 a month increase, the shipowners and Shipping Board, as will be seen, making the major concession.

Second. The crew will be divided into three watches at sea on all vessels carrying 6 able seamen or more. The question of what disposal to make of the crews, with respect to dividing them into watches at sea, on vessels carrying less than 6 able seamen will be taken up for consideration by a joint committee of the shipowners and the seamen.

Third. All seamen who were unable to collect the wages due them when they went out on strike will be paid such wages in full.

Fourth. All duly accredited representatives of the seamen's unions will have free access to all docks and ships controlled by the American Steamship Association and the U. S. Shipping Board.

Fifth. At least 6 able seamen are to stand watch and watch at sea on all vessels carrying that number, the remainder of the crew, if any, to work 8 hours as day men. The which, by the way, is a sure enough improvement on the old system of "Kalashee watches"; i. e., keeping all hands on deck all day, and making them stand watch and watch at night—and two-watch shifts at that.

As an off-set to all these substantial gains the strikers lost out on their demand that, when crews are signed, American citizens, regardless of union affiliations, shall be given first preference; non-citizen union seamen to come next, and non-union aliens last.

The shipowners characterized this demand as "impracticable," and their henchmen and defenders in the public press roundly denounced the seamen for "trying to enforce the un-American closed shop in our merchant marine."

The come-back to this from the seamen was that their demand for this much of a try at Americanizing our merchant marine was really a test of the sincerity of the shipowners' oft-expressed desire for "America first," etc. But this attempt to show them up as 2.75 per cent. patriots was diplomatically ignored by the shipowners, which, on the principle that he who has no defense has no case, leaves the seamen the best of the argument.

Yes, all things considered, our comrades on the Atlantic and Gulf coasts scored a big victory over the shipowners and the Shipping Board. The opposition arrayed against them was, perhaps, the most formidable ever encountered by a body of striking seamen in this country. Not the least encouraging feature of their strike was that in those ports which have hitherto been hard to unionize, all the seamen came out as one and joined the union strikers. This argues well for the future morale of the seamen on the Atlantic and Gulf coasts. Here is hoping that our comrades over there will long enjoy the fruits of their victory, and make wise use of their newly gained advantages.

THRESHING OLD STRAWS

It is usually a great deal easier to nail a lie than to make it stay nailed. There, for instance, is that husky young whopper about the Seamen's Act driving the Pacific Mail Steamship Company away from the ocean. Time and again in the last four years has it been turned inside out in public and shown to be stuffed with nothing better than a weak mixture of hot air and poison gas, only to come strutting along somewhere else the next day as cocky as ever, pointing an accusing finger at Andrew Furuseth and U. S. Senator Robert LaFollette.

The latest citizen of note to trot out this precious morsel of fiction in public is Mr. Homer L. Ferguson, president of the United States Chamber of Commerce, and also president of the Newport News Shipbuilding Company. The ceremony was staged at a recent luncheon give in honor of the directors of the U. S. Chamber of Commerce by the Commercial Club.

From press accounts of the affair we gather that Mr. Ferguson was greatly wrought up over the imminence, as he saw it, of the conversion of the Pacific ocean into a "Japanese Lake." Among other things the gentleman is quoted as saying:

"We have the steamers, a great fleet of them. The fleet is somewhat badly balanced because there are too many cargo steamers, but at present they can be operated at a profit. Our need is more the definition of a settled policy than anything else just now.

"We must never again be at the mercy of the politicians. The LaFollette bill was passed at the instance of an unofficial Pacific Coast knew about the question was from this representative.

"Unfavorable shipping laws drove the Pacific Mail from these waters. Unfavorable laws prevented the construction of two magnificent steamers in which President Wilson could have gone to Europe, instead of in the German-built 'George Washington.'"

The "unofficial Pacific Coast representative" referred to by Mr. Ferguson was, of course, none other than Andrew Furuseth. We don't know whether the reference was meant as a compliment to Furuseth or a slur on Congress. The truth, as every well-informed person knows, is that the Seamen's Bill became law only after its various provisions had for years previously been debated by both houses of Congress, and deliberated upon by the respective committees. Public hearings on the bill were held in Washington almost daily during those years. Where were Mr. Ferguson and his friends when those hearings were going on?

The gentleman's statement that "the Senator (LaFollette) said that all he knew about the question (the Seamen's Bill) was from this representative (Furuseth)," was, if true, really a tribute to Senator LaFollette's good judgment. For where in America could he have found a better authority on seamen's legislation in general that Andrew Furuseth?

"Unfavorable shipping laws drove the Pacific Mail from these waters." It beats all what a lot of nonsense well-fed, portly gentlemen can get off their chests at a public banquet. At the risk of boring our readers we will state here for the hundredth and 'steenth time that the Pacific Mail people were never driven from the ocean. When the war came along they found the pickings on the Atlantic ever so much better than on the Pacific, that they forthwith sent all their best and largest ships over to the east coast. Their smaller ships, all of them vessels of an old and obsolete type, the company sold at a profit, the size of which would, before the war, have staggered the most imaginative of the directors. In fact, the company had tried for several years before the war to sell these ships, but without success. And that's all there is to the yarn about the Seamen's Act driving the Pacific Mail from the ocean, Mr. Homer L. Ferguson to the contrary notwithstanding.

GOING, GOING! GONE!!

The time-honored shibboleth of ye raucous-voiced auctioneer heading this editorial fittingly summarizes the celerity with which our Uncle Samuel is getting rid—at a handsome profit, thank you—of the less desirable of his war-time emergency-built ships. Here are some facts to prove it.

In the last week of July, and the first week of this month, the U. S. Shipping Board initiated the sale of 220 wooden and steel ships, aggregating 820,000 deadweight tons. The consideration is announced as amounting to $140,000,000.

One hundred of the ships are of steel, of a type known as the "Lake" type, and are ready for immediate delivery. Those constructed on the Great Lakes vary in tonnage from 3,500 to 4,000 and were sold at the rate of $200 a ton. A number built by the Submarine Boat Company in New

Jersey are in the 5350 deadweight ton class. These were disposed of at $210 a ton. All of the others are wooden ships of the Ferris type, and were sold at the flat rate of $500,000 each.

The steel ships were bought by the Anderson Overseas Corporation of New York for approximately $80,000,000, and, so it is said, will eventually be turned over to the French Government. Delivery of these ships commenced on August 10th, and will proceed at the rate of six or more a week until completed. It is estimated that this is probably the largest fleet of ships ever sold at any one time.

The wooden ships went to London interests. Twenty have already been turned over to the purchasers. As yet only an option has been taken on the remaining 100, but it is certain that the sale will go through. Deliveries, in fact, will probably begin before the expiration of this month.

The Government still has on hand 174 wooden steamers, with a total tonnage of 614,166. But so anxious are the French and other interests to secure ships at almost any price that the Shipping Board does not anticipate any difficulty whatever in soon profitably disposing of its remaining fleet of wooden ships.

The Board also announces that it has no present intention to sell any of the big steel ships to foreigners. The contention of the officials is that these ships are more economical in operation per unit ton than the small vessels, and therefore better fitted to remain permanently in the service of American interests. The only rift in the lute, so far as this proposition goes, is that American interests are not likely to buy this class of ships at the Government's price of from $210 to $230 a ton, while responsible private shipbuilders stand ready to build new ships for not to exceed $190 a ton.

Indeed, a recent news dispatch stated that two fast passenger ships are to be built for the run between San Francisco and Los Angeles. They will be electrically driven, and of 15,000 tons burden each. It was further stated that these ships can be built in local shipyards for about $160 a ton, as against $230 asked by the Shipping Board for cargo ships.

"What became of the suggestion that the Government should invesigate the war profits of the organization of shipowners having unlimited license to rob Government and people during the war, that they might be able to pay sailors good union wages?" asks Arthur Brisbane, the well-known editor.

It is probably being held incommunicado somewhere until the shipowners have had time to fix up an alibi.

When reflecting upon the power of money it should be remembered that after all it can not be eaten. The producers of food, clothing and shelter constitute the power that dominates in the last event.

After all, the only difference between the labor trust and the capitalist trust is the difference between altruism and selfishness.

"SELF-DETERMINATION"

A Term to be Construed in a Pickwickian Sense Only Where Weak Nations Are Concerned.

Autocracy, whether political or industrial, succeeds only in the measure of the ignorance of its victims. The effort to democratize the world will succeed only when every artificial obstacle has been removed from the paths of individuals making up the races.

For those races which have achieved political democracy, there remains only a fight for industrial democracy. For the so-called "backward nations," the effort must be first for political freedom and afterwards for industrial freedom. Never in the history of the world has any nation achieved mental or physical freedom, as far as industry is concerned, until it has made effective the fullest and freest political independence.

American labor is primarily interested in political freedom for every nation in which a majority wish to exercise the right of self-determination because that is the first and the most necessary step toward doing away with the competition of pauper labor. That class of labor exists only among suppressed races, the politically subservient. Political freedom, with the industrial freedom which inevitably would follow, would raise the standard of wages and of living in all countries in which pauperism is bred wilfully and consciously by political masters.

The foregoing ideas form the crux of opinions recently expressed by Frank P. Walsh, former joint chairman of the National War Labor Board, in an interview with the writer.

"The working people of the world are for the first time looking behind the scenes in the theatre of diplomacy," he said. "They find this theatre the home of a cruel Punch and Judy show, with the diplomatic representatives of every dominant and rapacious interest exploiting ignorance and the consequent lack of unified action. They see vast races, the so-called backward nations, emptying their pockets into the coffers of greedy capitalists, the latter exponents of that misnamed progress of superior nations which makes dependents of individuals and races of weaker nations. These diplomatic marionettes, mimicking in thinly-disguised voices the characters of the ghastly entertainment, preach justice and progress while they ply the whip upon the helpless backs of men and women kept illiterate and politely submerged for the very purpose of making them victims to exploitation.

"They impose ignorance, filth, disease and starvation by denying political rights, knowing full well that the path to industrial freedom is a short cut after political freedom is obtained. The pages of history were opened by the war at places seldom read. The policy of self-determination which formed the soul and genius of America's entrance into the war, would, if enforced, liberate all the world politically and industrially.

"What does this denial of self-determination mean to Ireland, India, Egypt; to all the countries held in political thrall by England? What does the denial mean to all the other small countries of the world whose racial aspirations are throttled beneath the iron heels of masters? If self-determination had been made effective, as it has not yet been done in the Versailles parleys, it would ultimately result in happiness for the entire world. The war and the later surrenders of rights and principles at the peace table have brought home to the workers realization that the diplomatic procurers, agents of capitalists, still are pulling the strings and throwing their voices in the effort to upset mankind.

"Consider Egypt from among these nations denied an inherent and natural right which was re-emphasized by the Wilson peace points. For fifty years England has continued its grievous assaults upon Egypt, whose historic greatness has endured since the history of the races on this planet began. Vermin, filth, poverty, starvation, the lash, machine gun, ignorance and disease has been its portion, while its great agriculture, the most fertile in Africa, the groans and sweat of its men and women and children, has been coined into English dollars. England loads it with debt. Its people are always at the starvation line. Their racial aspirations have been checked but not killed by lack of educative facilities denied by its conquerors, by the free use of machine guns and the lash. The bodies of 800 dead men, women and children, and the wounds of 1600 maimed, victims of machine guns fired by English soldiers last April in the streets of Egyptian cities after the citizens had quietly gathered to urge England to observe President Wilson's self-determination clauses, speak eloquently of the desires of this once proud people.

"Egypt, in common with other selected small nations, was given no hearing at the peace table. It is refused one now. It, as other small races are doing, knocks at the peace door without awakening an echo. The reason is plain. No nation, submerged or not, can be given full

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 11, 1919.
Regular weekly meeting came to order at 7 p. m., Joe Faltus presiding. Secretary reported shipping good and lots of members ashore.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., August 4, 1919.
No meeting. Shipping slow.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., August 4, 1919.
Shipping fair; prospects uncertain.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, Aug. 4, 1919.
Shipping fair; few members ashore.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, August 4, 1919.
Shipping fair.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, August 4, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, August 4, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, August 4, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, July 28, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 9, 1919.
Regular meeting of the Marine Cooks and Stewards' Association was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping slow on account of the strike of Masters and Mates on steam-schooners.

E. F. BURKE, Sec'y pro tem.
42 Market Street. Phone Kearny 5955.

Seattle Agency, July 31, 1919.
Agent reported shipping good. No members ashore.

J. LEONARD NORKGAUER, Agent.
Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, August 4, 1919.
Agent reported shipping slow on account of the strike of Mates.

JOE MACK, Agent.
613 Beacon Street. Phone Sunset 336. P. O. Box 54.

With the repeal of the war-time act permitting foreign lines to engage in coastwise traffic, American shipping companies of San Francisco again will have full sway over this lucrative trade, according to advices received from Washington. The Toyo Kisen Kaisha, which has been enjoying the freight and passenger business between San Francisco and Honolulu by reason of the war-time measure, must relinquish the coastwise traffic July 1, 1920, if the repeal becomes effective. Steamship men hailed the repeal of the act with satisfaction. It was pointed out that this is one of the ways in which the prestige of the American flag on the Pacific may be maintained and increased. The Oceanic, Pacific Mail and Matson Companies of San Francisco are the lines which will benefit by the repeal, which returns to them the coastwise business in which they had exclusive rights prior to the war

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Remember that old saw: "The way to a man's heart is through his stomach"? Well, the women, too, are going to vote next year, and unless both the big political parties do something to bring down the price of food they will hear a loud noise when father and mother march into the voting booths.

So President Wilson has created a committee of three officials to hurry up and see what can be done. He has also directed Attorney General Palmer to see whether some individuals can't be sent to jail or some corporations dissolved for illegal poaching on our food preserves. The committee named is composed of Railroad Director Hines, Federal Trade Commissioner Colver and Assistant Secretary of the Treasury Leffingwell.

Director Hines ought to know how urgent the matter is. President Warren S. Stone of the Brotherhood of Locomotive Engineers, has just told Hines and the President that if the cost of living does not come down almost immediately the enginemen will insist on a substantial increase in wages. In fact, the railroad workers have formulated and presented their demands. Their demand is for a wage increase to cover an 65 per cent. rise in the cost of living. Six hundred and ninety thousand conductors, brakemen, trainmen and shopmen have joined in a petition to this effect, which now lies before the Railroad Wage Adjustment Board. When the engineers and other crafts present their claims, the movement is expected to have the backing of almost 1,000,000 railroad workers.

The conductors ask for a 35 per cent. increase, and the trainmen for a 45 per cent. raise. "Officials representing 450,000 shop workers demand an increase of 25 per cent," according to John Scott; while Timothy Shea, of the engineers and firemen, says: "We have called a meeting for August 12, at Cleveland, to frame our demands."

Meanwhile the railway shopmen of the whole country have walked out to enforce their long-standing demand for 85 cents an hour. The men complain that they have waited in vain for six months to have their claims passed upon. During the first few hours of the strike 150,000 machinists, blacksmiths, carpenters, carmen and helpers had joined in the walkout.

All this serves as an introduction to the measure presented in Congress on August 2 by Representative T. W. Sims—the bill of the railroad brotherhoods for government ownership and democracy in the operation of the railroads, otherwise known as the Plumb Plan. The brotherhoods claim that this plan, if adopted, will go farther to reduce and control the cost of living in the United States than any other possible measure. In presenting the bill to Congress, Representative Sims said:

"The heads of the four railroad brotherhoods and the ten affiliated railway organizations of the American Federation of Labor, numbering 2,200,000 men, have asked me to present this bill. The Executive Council of the American Federation of Labor was instructed on this matter at its last convention, at Atlantic City, on June 17 last, to 'co-operate with the organizations representing the railroad employees.'

"This it has done; and Samuel Gompers, President of the American Federation of Labor, is honorary president, and Warren S. Stone, head of the Brotherhood of Locomotive Engineers, is president of the Plumb Plan League, formed to urge this bill before the country.

"The proposed law would leave the valuation of the railroads to the courts, providing review on appeal from the finding of a properly constituted appraisement board. By the decisions of this body or of the courts, it would pay back every honest dollar put into the railroads, issuing therefor Government bonds at 4 per cent. It would work at every stage by peaceful, constitutional methods. It would establish harmony between the public interest, the interest of the wage earners and of capital. It would protect the public against exploitation for the benefit of either capital or labor, and it would assure the public of reductions in rates exactly equivalent to any increase in earning power which the empolyees might create for themselves by the efficiency of their organization or the skill of their management.

"This would be the first step in solving the problem of the high cost of living, as the cost of transportation enters into the price of every commodity which is paid by the consumer. Protection against increased rates—assurance of reduced rates—would inspire industry with confidence; would increase the purchasing power of the dollar, and would break the vicious circle which now exists, whereby every increase in wages is reflected in an increase in the cost of production. The plan itself, without committing myself to the details by which it is to be carried out, to my mind offers a solution of the railroad problem much more perfect than any other that has been presented."

News of the big International Labor Conference at Amsterdam is meagre but interesting. The opening sessions were marked by an effort, led by President Gompers of the A. F. of L., to wring from the German delegates an expression of regret over the part German Labor played during the war. Whether the statement finally drawn by the German delegate Sassenbach (Socialist), and accepted by Congress, is an apology or a mere explanation must be judged by every reader for himself, since the paraphrase of it printed in this country reads:

"The German workers recognize that the workers of other countries cannot appreciate or understand the several actions of the German workers during the war; but these actions were forced upon them by the severe struggle waged by the German nation. The German workers always were opponents of war and armaments, and never gave assent to the Government's imperialism. The trade unions always recognized that Germany had acted wrongly in Belgium and always condemned atrocities committed; German occupation of Belgium and deportation of Belgians was done without the consent of the German workers. The attitude of the German workers at the outbreak of, and during, the war was dictated by the position of Germany; it was the conviction of the workers that Germany was fighting a defensive war."

The Dutch delegate, Oudegeest, contended that "the capitalist systems of all countries was responsible for the war." This theory was denied by American delegate Tobin, who asserted that "the monarchistic and militaristic elements of Germany and Austria were entirely responsible." It developed very early that the Italian delegates had been barred from the conference by the French government, which refused to vise their passports for the journey across France.

Although the order of business has not been disclosed in America, press reports indicate that the general attitude of European workers toward the League of Nations Labor Conference scheduled to meet in Washington next October may be revealed during the Amsterdam discussion. Some delegates have declared that their unions will not tolerate the plan to have the labor spokesmen selected by government heads. "Not until," as one orator put it, "the heads of governments are all labor men."

If it were known here just what labor bodies are represented at Amsterdam, and how they were selected, it would be possible to judge with more conviction what stand the conference will take on such questions as direct action by the workers to attain political ends, to which President Gompers is opposed. For example, the British railway men, transport workers and miners (Triple Alliance) are just now engaged in balloting to decide whether they shall go on general strike to end military conscription, to compel nationalization of the mines and to terminate all British participaton in the Russian internal problem. If the referendum goes in favor of the strike while the British delegates at Amsterdam vote against strikes for political objects, which incident shall we accept as binding upon the British workers? If the British delegates to Amsterdam were selected by a rank and file vote we would have the answer. But were they so selected? Were any of the men at Amsterdam selected by the rank and file of their respective countries? Those may sound like foolish questions, but who can answer them?

The seamen's strike, which ended a week ago in a compromise that gave the men the bigger part of what they demanded, was complicated at the last hour by the refusal of the marine engineers to go aboard the ships until their demands had been met. After forty-eight hours of deadlock the engineers were granted wage increases to $92.50 a month for Class E ships and $100 a month for Class A vessels, which are of more than 20,000 tons.

With Chicago street railway men conducting a successful strike to obtain 85 cents an hour, and the New York building trades preparing for a walkout to win $1 an hour, there is enough evidence that the better organized workers do not intend to shoulder the crushing and growing cost of living without trying to better themselves during the crisis. Few labor men contend that a raise in wages is a cure for the soaring cost of living, since employers have the power to advance the price of the commodities every time they

grant higher wages. But, pending the day when the railroad brotherhoods—or some one else—discover and apply a lasting remedy for the evil, the organized workers are not going to sit still while they and their families sink lower into the bog of privation. The old-fashioned economist always demanded that the working people submit to several years of sacrifice every time the world got itself into a jam of impossible prices—that the wage earners give up their wages so that costs might fall without any loss or inconvenience to the rest of the population. The view of labor after the great war for democracy is that sacrifices which cannot be avoided should be borne in common by everybody, not by the labor "goat" alone.

Uncle Sam has at last complied with the demand of the Federation of Federal Employes that civil servants be granted the right of collective bargaining. This decision is rendered in the particular case of employes of the Ordnance Bureau of the War Department, but it will have a wider application as other classes of workers form their unions. An order issued by Brigadier General Pierce reads:

"It must be clearly understood by all officers of ordnance that there shall be no abridgment of the right of men to join societies, associations or unions of any kind, and no limitations upon conferences between representatives of those bodies and proper ordnance representatives."

Labor is not letting up in its fight on Postmaster-General Burleson, who, they are determined, must get out. The Federation of Federal Employes has even selected its own man to fill his place when it shall please President Wilson to remove the Texas man. The candidate of the Federation is James J. Forrester, of Cincinnati, who is now president of the Brotherhood of the Railway Mail Clerks. He was formerly in the postal service, has a large personal following and supported President Wilson in the last two presidential campaigns.

MEANING OF "PARAVANE."

The oddity of the word "paravane," as it now reaches the general public, shows how well an important secret was kept during the historic years 1917-18. During those years the invention, perfected at Portsmouth, England, was added to some 4000 British vessels, and no case is known in which a ship thus protected was damaged by a sunken mine. Towed under water on both sides of the bow, the paravane, shaped like a kite, met the mooring wire of the sunken mine, deflected the hidden menace to a safe distance from the ship, severed its mooring, and left it free to come to the surface where it could be exploded by gunfire. Seamen naturally enough soon came to speak of the paravanes as "otters," and they enabled many a vessel to travel safely through mine-infested waters. Several hundred American ships had been thus equipped at the signing of the armistice, and it is a pleasing thought that the cessation of hostilities saved about $10,000,000 which the United States meant to spend in providing paravanes for American shipping.

Demand the union label.

LABOR NOT A COMMODITY.

Since men first learned to live by the toil of others rather than by their own exertions, labor has been reckoned a commodity. It has been counted an expense of production along with land, machinery and raw material.

The wage system divided the worker from his work. The first was recognized as human. The latter remained a commodity.

But this commodity could not be divested of human attributes. It could be used only while connected with its owner.

The owner of a dollar cares little whether it is invested in material to be used in sewers, swamps, sweatshops or banks. He need not accompany it at work.

But the laborer must go with the labor he sells into the sewer, the mine, the factory or the office and remain while it is being used.

The community has little interest in the age, health or sex of the owners of other commodities. The health and comfort of the owner and the well-being of society are not affected, except most indirectly, by the way such commodities are used. But a young child, a mother or a tubercular patient may have their lives wrecked or shortened, and society may be greatly injured through the sale of their labor.

Labor is the most perishable of commodities. Other commodities may be stored and gain in value. They can be put aside to await a market. But labor must be sold the moment it is produced. If a market is long lacking the owner perishes.

Such great differences demand a new classification. The American Federation of Labor has long declared that labor should be taken out of the "commodity class."

This was legally done when the clause was placed in the Clayton anti-trust bill providing that for the purposes of that act "the labor of human beings shall not be considered a commodity."

The phrase was but the tardy recognition of what laborers will henceforth insist shall be a fact in all social relations. Labor must not be considered as apart from laborers. The human relation, not the property relation, must henceforth dominate in industry.

Progress has long been measured by the degrees gained toward this goal. That measure will be an even more imperative standard of progress in the future.—Ex.

YOUR "JOHN HANCOCK".

When the men who framed the Declara- "endowed by their Creator with certain inalienable rights," that among these are "Life, Liberty and the Pursuit of Happiness," they knew they might fact a firing squad as a consequence. If captured by the British, execution in the Tower of London as rebels would have the best fate they might expect.

Knowing this, John Hancock dipped his goose quill deep and splashed his signature large across the page. He declared his independence, asserted unmistakably that he believed in the right of himself and his fellow citizens to institute a Government "on such principles and organizing its powers in such form as shall seem to them most likely to effect their Safety and Happiness." Hancock was willing and anxious to face the consequences.

Hancock and his associates with their signatures signed a bond for the freedom and national independence of America. Every citizen who signs now his Declaration of Financial Independence is doing as great a service to his country as John Hancock did. Hancock and his associates declared themselves free from the dictates of a British King, but the financial freedom of American citizens, the assurance of their right to the pursuit of happiness depends on their freedom from the tyranny of far more powerful monarchs, Old Age, Disaster, Illness and Unemployment.

The Declaration of Individual Financial Independence awaits your signature. No evil consequence can follow the signing of that document, but failure to sign it is evidence of a craven bending of the knee to poverty and fear of the future. If any man fails to put his John Hancock to that covenant, if he fails to write it large and bold and unmistakable, he is surrendering unconditionally the freedom John Hancock and his mates risked their lives and fortune to make possible.

A declaration to save, is a declaration to be free, free from debt, from anxiety, from misfortune of the future. The regular purchase of Government Thrift Stamps and Savings Stamps is a Declaration of Independence. It is an assertion of the determination to maintain that equality with which all men were created.

Buy W. S. S.

Demand the union label.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

suitable nourishing food. Thousands of American families are living on an income that does not permit of an adequate diet. Included in the millions of hungry children are those whose mothers do not know how to spend their money to get the best return in food value.

Packers Make Sentiment.

Meat packers were denounced in the United States Senate by Mr. Kenyon because of their unfair methods in creating opposition to legislation that would regulate this industry.

Senator Kenyon declared that the packers have agents traveling through the country interviewing retail merchants, "telling them that these bills will destroy them, borrowing letter heads from certain merchants to send in letters to members of Congress, stimulating commercial bodies and banks to believe that these bills will simply destroy the nation."

Senator Kenyon presented letters from business men to support his charge.

Other Senators stated that they have received similar protests against regulation of the packing industry and which were written along lines that would indicate that the sentiment was manufactured.

Modest Real Estate Men.

Some Charleston, S. C., real estate owners are modest sort of chaps, and only ask a 10,000 per cent. profit from Uncle Sam.

This is shown in a report by the War Department's board of appraisers on marsh land seven miles from Charleston, which the Government wants for terminal purposes. The appraisers fixed a price of $100 an acre and one claimant wanted $1887 an acre. Instead of the $798,500 asked by the principal claimant, the report recommends $43,360 as a fair compensation.

The board states that the amount now asked is "about 10,000 per cent. increase" over the purchase price of six years ago.

First Air Strike Ends.

The first strike of air pilots in this country has ended by a compromise. The strike was caused by the Postoffice Department's failure to reinstate two pilots who refused to operate planes they declared were dangerous. The strike threatened to spread to other sections of the country.

These workers were handled in a different manner than is the case with other workers who complain of grievances in the Postoffice Department, and after a conference with the air pilots it was announced that one of the discharged pilots was reinstated and the other's case "presents complications which require separate action."

The strike afforded much amusement for shallow editors who attempted to be funny about "picketing non-union airplanes," etc., and who ignored the demand of these workers that danger to their lives be minimized.

Educating Soldiers.

More than 5000 disabled ex-service men are now in training under the direction of the Federal Board for Vocational Training. Of these 35 per cent. are preparing for some trade or industry, 25 per cent. are taking commercial courses, 15 per cent. are training for some profession, another 15 per cent. are studying agriculture in some form, and almost as large a percentage are taking general educational courses, needed for their vocational training to be taken later. The Federal board takes the man just where it finds him and trains him in the most direct course leading to his independence and usefulness.

Chinese in Postoffice.

Postmaster General Burleson attempted to solve the mail problem of the nation's capital by sending his Chinese cook to work during his spare time in the city postoffice, said Secretary-Treasurer Thomas F. Flaherty of the National Federation of Postal Employes to the committee of the Washington Chamber of Commerce that is investigating defects in the local mail service.

"Mr. Burleson," said the trade unionist, "evidently thinks he has done his full duty to correct postal conditions by having his cook distribute mail during the rush hours, but an efficient mail force cannot be recruited from Chinese cooks. This can only be obtained by improving postal working conditions so that American young men will enter the service and make it their vocation. At present the postal service is justly termed the national sweatshop."

"Order vs. Panic."

"It is either orderly development or a panic with the inevitable rout," declares President Perkins of the Cigar Makers' International Union in writing in the official journal of that organization on the need for trade unionists to do their duty.

"It is either construction along orderly lines," continues President Perkins, "or over the precipice of destruction by following destructive leadership. Let us all have the courage of our convictions and stand manfully by the orderly, constructive methods.

"Men and women are the victims of environment and conditions. We don't blame people who have been forced to work for low wages, long hours and under miserable living conditions, for holding resentment and bitterness in their hearts and minds. They have been browbeaten, cheated and robbed by unscrupulous manufacturers; they have been lied to by unscrupulous, hair-brained, radical, self-constituted would-be leaders, who have unhesitatingly denounced the legitimate trade union movement and the officers and members thereof.

"At this time and in this crisis we ask the unorganized and others, however, to look the facts squarely in the face; to inquire what the international union is; to ascertain from reliable sources who its leaders and its officers are, and then to consider for themselves what is best to do."

The ruby, weight for weight, is more valuable than the diamond. A pigeon's-blood ruby weighing five carats will sell for five times more than a diamond of the same weight. The greatest ruby mines in the world are at Mogok in upper Burmah, about seventy miles north of Mandalay. Burmah not only produces the finest rubies, but its output is greater than that of all other countries combined.

"SELF-DETERMINATION"

(Continued from Page 7.)

political freedom without ultimately acquiring industrial freedom.

"It remains for the intelligent masses of labor in America, no less than the workers of nations whose governmental cliques are responsible for political outrages, to speak in chorus to the end that every worker shall have a place in the sun; that there shall not be nor ever will be a shadow on his right to work, to live and to happiness. This may not be done until the utmost political freedom is obtained for the people of every country dominated against their will by the machinations of conscienceless exploiters, masquerading in any disguise or using any soft phrase."

(By William P. Harvey, former Editor of the American Railway Employes' Journal.)

EVERY MAN A CRIPPLE.

"I suppose you regard yourself as a whole man," demanded one of the vocational therapy experts at the General Hospital in Washington.

Looking myself hastily over to make sure that I had not lost anything in the surgical wards (says a writer in the Red Cross Magazine), I replied that I could count the usual number of arms, legs, and other appurtenances.

"All right," said the expert, "but you're sort of a cripple at that. Your atrophied."

"If I am, I've never discovered it," I assured him.

"Of course not. People never do until they're shown. You haven't got anything like the full use of more than four fingers and two thumbs out of a total of ten. The normal man—the man who believes himself normal I mean—never has. Can you light a safety match with one hand?"

He handed me the box and the match. After the second abortive attempt the match fell on the floor and the box fell on the match.

"That's elementary, that stunt," remarked the instructor. "Our one-arms can do that before they get out of bed. You see, your two smaller fingers are really cripples. Now we teach our fellows to do the work with those fingers that you have to use another hand for. There's the whole physical principle of our training in the simplest form—substitution."

THOSE ARCTIC STOCK FARMS.

The highly successful experiment made by the United States Government when it provided the Alaskan Eskimos with imported Siberian reindeer may have results more far-reaching than the most hopeful supporters of the scheme anticipated. It provides a potent argument which Mr. Stefansson is using to back his suggestion, now being considered by the Canadian Minister of the Interior, that the Dominion Government do the same thing on a larger scale in the Canadian north. Here, says Mr. Stefansson, are from 1,000,000 to 2,000,000 square miles of land available for raising reindeer and musk-ox, a food industry capable of becoming a great source of wealth to the producers, as well as a great benefit to the world. At first one was inclined to regard the idea of Arctic stock farms as probably no more than the dream of an explorer, but it is beginning to seem almost certain that the North may be thus usefully developed.

Tobacco seeds are so minute that a thimbleful will furnish enough plants for an acre of ground.

INDUSTRIAL AUTOCRACY.

The war against political autocracy for the extension and perpetuation of democracy has been won. Now we are facing the second phase of the situation, which is that for industrial democracy: That the great waste of labor's hosts in the winning of the war against political autocracy shall not have been in vain, we must meet the second phase with no less force but of a different character.

Let no one entertain the belief that industrial autocracy has had its forces in America in any way deadened by winning the war in Europe. It is just as virulent to-day as it ever was, and while for the time being submitting to existing conditions, the mental forces are working twenty-four hours a day devising means whereby the workers' interests may be restrained and oppressed.

Organized labor has made great gains in many ways during the war. The task confronting us now is that of holding what has been gained in the way of organization and keep adding to it. Those who delve into the situation and view it from the existing standpoint, will at once see that the future is not a path of roses, and that the reconstruction days will be freighted with conflicting ideas on the solution of our new industrial problems.

The industrial autocrats—of which we have many—will, when the wheels of commerce have been changed and directed to the task of promoting the world's commerce instead of efforts at destruction, endeavor to force labor back to the pre-war conditions. This, of course, is unthinkable, and will and must be resisted by the forces of labor. It is inconceivable to labor's concept that, having fought and bled for changes of conditions and having honorably won, it should enjoy some of the fruits of the sacrifices made. This war and human waste has taught many things, and among them is, that labor, which produces the world's commerce, shall be permitted to enjoy a larger share of the profits of that production, and the force that attempts to deprive the producers of justified rights will learn that labor has rights that must be respected.

In order that we may hold fast to the gains that have been bought at such terrible cost, we must be alive to what is going on all around us. "He who would be free must himself strike the blow that breaks the chains that bind," and he who would keep his freedom must know how to do it. He can not keep it unless he regards it as a sacred trust and prepares himself, through study and acquired knowledge, of his own situation; he must not leave it to chance or to the other fellow. Thorough organization with centralized force acting for the workers is the only means that will preserve our industrial freedom.

Our large employers know the value of organization and apply it in every department of their enterprises, as it is the only means by which success can obtain. They, being in the minority in numbers, fear the results should labor adopt and apply the same principles of defense of their most vital interests, and they fight with all the force they can gather to prevent the workers from using a means they have found so efficient. They know what the weight of the force of numbers means to them, as they have weighed it to the last pound, and have more or less successfully combated it in this great country of ours.

Not so many years ago they realized that the organized forces of labor were becoming a force to be reckoned with, and in order to break or lessen this force they leagued with the great steamship lines and presented dazzling pictures of the new world opportunities to the clogged populations of southern Europe and soon filled their factories, mills and mines with labor they could get at wages far below the American standards. Every effort was made to keep them together, unorganized and ignorant of conditions that should obtain. With these hordes of immigrants hanging as a mill-stone about the neck of organized labor, progress was necessarily slowed down. The plan panned out for the time being, but when the war broke out, with the departure of great numbers of these southern Europeans who answered the call, a change took place, and the organized workers' cause moved over to the ascendant column. This was not to the liking of the industrial captains and new means of repression and oppression are being sought in the hope that the forces of organized labor championing American standards will in some way be deprived of its powers.

From our point of view the forces of organized labor must be maintained and strengthened to meet the storms that nobody doubts will blow across the industrial seas during the coming months. So let us prepare and be ready to meet the issues. If labor meets with organization equal to the organized forces of capital, capital will not fight. It will be the first to say, "Let us sit down and talk this thing over," as they have already counted the cost, and an agreement will be reached because labor does not go round with a chip on its shoulder; it has had too many costs to count in its journey upward. It is only when capital thinks it is much the stronger, with might being right, that it will issue a challenge and attempt to defend it. This has been proven hundreds of times in all industries. When one force meets a force of equal weight on the same track, it is time to begin negotiations, and no group in our social make-up recognizes this principle quicker than the forces of capital. They are familiar with cost sheets, and cost sheets tell no lies if the proper figures are put down.

To the end that organized labor may have the force necessary to meet the forces of capital with equal strength, let us organize, educate and organize.—The Tobacco Worker.

The French method of train operation differs sharply from the American. In the United States it is customary to move the trains by means of the block signal system, under the orders of train dispatchers. In France the chef de gare, a sort of sublimated station agent, is supreme. He is in absolute charge of all trains that pass through his station and of the allotment of cars within his district. A through train having reached his station, it can not leave without his permission. This practice brings about such a condition that fewer trains are operated over a French double-track line than could be handled over an American single-track line equipped with block signals and dispatchers.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

S. J. Konenkamp has resigned as international president of the Commercial Telegraphers' Union.

Marine engineers employed on the Kanawha and Ohio Rivers, who were locked out several weeks ago, are still fighting against a wage reduction of $1 a day. The rate which the owners refuse was set by the National War Labor Board.

At a conference in Seattle the State triple alliance of trade unionists, railroad brotherhood men and farmers was launched and headquarters established. A convention will be held next January, when a declaration of principles will be made. Until that time an agitation for organizaton and unity will be conducted

Officers of the New Jersey State Federation of Labor have issued a call for the forty-first annual convention to be held in Atlantic City, N. J., beginning September 22. In urging affiliates to be represented it is stated that "almost all labor legislation during the past 40 years is the result of the earnest efforts of the State Federation."

Nearly two pages of the American Pressmen, official journal of the International Printing Pressmen and Assistants' Union, are necessary to list recent gains by locals of this organization. Every section of the country is included and every unit of the international is represented in a report of continuous wage increases, shortening of hours and improved working conditions.

Officers of the United Textile Workers have informed the National Silk Association of America that a 44-hour week in the silk industry should be established at the earliest possible time and intimate that they are ready to negotiate on that basis. Three years ago the union reduced the hours of silk workers to 50 per week and last fall reduced these figures to 48.

The system of "welfare" work in the plants of the International Harvester Company have failed and restlessness is rampant among the employes, who are now discussing trade unionism. Recently the harvester trust organized a "company" union along the lines of Rockefeller's Colorado organization. The scheme has been press agented like a three-ring circus, but the unrest continues

Three years ago union coal miners started an organizing campaign throughout the Allegheny valley. They were successful, except in the case of the McFetidge Brothers Coal Company and the Pittsburgh Plate Glass Company. The former concern, however, has agreed, after three years of fighting, to recognize the union and has signed an agreement similar to that signed by other union coal companies.

Injunction judges in Detroit, Mich., have discovered that they can't bluff striking iron molders, who are acting on the suggeston of the last American Federation of Labor convention to defy these writs, let the consequences be what they may. Recently several iron molders were sentenced to five days in jail because they violated an order not to picket a struck plant. This concern is now picketed every day by a large number of iron molders.

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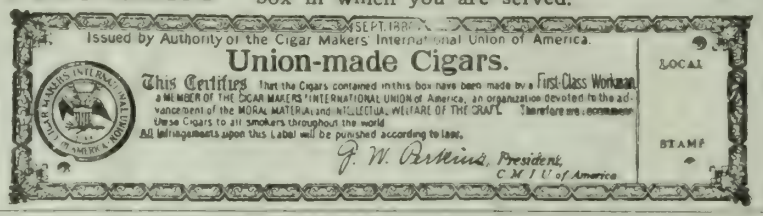

Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Abolin, K.
Abrahamson, John
Aheson, P.
Akkoson, Erik
Akerstrom, O. R.
Akerson, Adolf
Andersen, Rasmus
Albertsen, Hans
Albrigtsen, G.
Andersson, F.
Andersson, S.
Andersen, Albert H.
Antonsen, A. G.
Anderssen, Gustof
Anderson, Julius
Anderson, J. E.
Andreassen, Olof
Anderson, John N.
Anderson, John
Anderson, Harry
Andersson, W.
Anderson, Rasmus
Alton, Nester
Axdal, O. S.
Aune, Edward

Bogley, F.
Bassen, G.
Bakby, Chris
Ballah, Lee
Berg, Wm.
Berg, John
Bergvist, Axel
Bendixon, Hans
Berglin, Ivor
Bodie, Wm.
Borgen, Arne
Bolstad, A.
Bloomgren, A.
Blendheim, A.
Birkland, Hans J.
Bratt, F. H.
Brown, John J.
Bruce, Albert
Bund, Nils
Burns, C. L.
Burgess, J. W.
Bjorseth, K.

Carlson, Gust
Carruthers, M.
Carlson, Eric
Carlson, Carl A.
Casperson, Carl
Carlson, Gustaf A.
Corstensen, C.
Carlson, Chas. H.
Camino, C. C.
Carlson, Oscar
Carlson, Martin
Cartveil, Carl C.
Christensen, K.
Christoffersen, H.
Chester, E.
Christensen, O.
Cristopher, F.
Chester, E.
Corron, G.
Comstedt, E.

Dahl, P.
Danielsen, O.
Dahl, John
Davies, Harold
Dehler, Fred
Dunn, W. G.
Douglas, W.
Dreyer, T.
Dulland, C.
Dutton, H.
Dunn, C. O.

Edston, F.
Edwordsen, John
Erikson, Einar
Ekstrom, G.
Eriksen, John
Eriksen, Otto
Engberg, O.
Ersner, I.
Erikson, Erik
Erikson, Nils
Ericson, E. R.
Ekdahl, F.
Ekendahl, W.
Enoksen, A.
Ellingsen, E.
Elstad, J.
Elize, Karl
Elling, A.

Fagersvedt, O.
Forsvaag, C.
Feidji, J. A.
Fuidge, E. W.
Flotten, J. G.
Flemming, M.
Franson, O.
Franzell, A.
Frynell, N. W.
Frederiksen, J.

Gabrielsen, P.
Gittler, Karl
Gibson, Geo.
Gibson, Wm.
Grau, Aksel
Granroos, E.
Greiphan, P.
Gusjaas, O.
Gustafson, T.
Gulfeldt, A.

Hansen, Olaf
Hansen, A.
Hasvold, Paul
Halst, H.
Hansen, John
Hansen, Jorgen
Hansen, G. E.
Haltness, M.
Holseth, Ed.
Hanson, Peter
Haraldson, John
Hendricksen, H.
Herlitz, Ivar
Hernes, C.
Iversen, A.
Henricksen, E.
Helvik, F.
Herring, A.
Hill, F.
Holmberg, E.
Howard, Geo. W.
Holland, J.
Holstrom, O.
Holst, H.
Hope, M.
Holm, A.
Holmquist, E.
Huber, C. L.

Jacobsen, Johan
Janson, E. A.
Jacobsen, K. -2127
Jensen, H.
Jensen, C.
Jensen, P.
Jensen, N.
Johnson, E.
Johnson, H.
Johnson, Knut
Johansen, C. -2097
Johanson, Jakob
Johnson, A. W.
Ingelbretsen, O.
Jonas, A. H.
Johansen, Karl
Johnson, Oscar
Johnson, A.
Johansen, Knut
Johnsen, Adler
Johnsen, Angell
Johnson, Peter M.
Johansson, Charles
Johanson, Adolf
Johnson, John
Julius, P.

Karlsen, O.
Kaleva, J.
Kastl, H.
Korsama, N. J.
Karlson, G. A.
Karlstrand, G.
Karlsson, E.
Keeney, F.
Koppen, Olaf
Kipper, H.
Klintberg, S.
Kristensen, K.
Knudsen, A. J.
Kroon, A. W.
Kristiansen, J. A.
Kurkanen, E.

Larsen, C. A.
Lutzen, W.
Lampee, F.
Lul, T.
Larsen, Nils
Larsen, Arne
Larson, G.
Larsen, H.
Larsen, Hans
Larsen, Ludwig
Larsen, E. G.
Leenwan, A. V.
Lesse, C.
Lee, C. A.
Lidsten, C.
Ligoski, J.
Levine, B.
Licht, P.
Loken, C.
Loventz, B.
Lux, C.
Lelravaag, H. J.
Lund, E.

Morken, M. L.
Magnusson, L.
Martinsen, I.
Mattsson, H.
Mardison, A.
Mangsted, J.
Malone, B.
Martinson, H.
McPherson, J.
McGuire, J.
McLeod, A.
McGregor, J.
McLeod, John
McPherson, R.
McCoy, J.
McDonald, Wm.
McDonough, E.
Mekelson, C.
Melder, A.
Miller, F.
Mikkelsen, K. -1620
Miller, A. M.
Miettener, J.
Michelsen, H.
Mickelsson, E.
Morrison, W.
Mortensen, K.
Moor, T.

Ness, J.
Ness, H.
Nelson, Geo.
Newman, J.
Nelson, Axel W.
Nelson, Carl
Neilsen, George
Nelson, Nils H.
Nimen, August
Nilsen, Hans L.
Nilsen, Andros
Nurhoven, E.
Nord, C. W.
Nordfeldt, T. F.
Noven, Berent
Nyman, John E.

Oberg, Joe
Ohlson, B. -597
Olsen, Ole
Olsen, Albert
Olsen, Ferdinand
Olson, John
Olson, Hjalmar
Olsen, Herman
Olsson, John H.
Olsen, Emanuel
Olson, E.
Olsen, Ole D.
Olsen, Nic
Olnes, L.
Otterspeer, Wm.

Plantiko, W.
Ponchek, C.
Pallisen, K.
Petterson, Herman
Peterson, P.
Pederson, Halvor
Pelta, H.
Permin, J. C.
Peters, F.
Petterson, Adolf
Pettersen, P.
Pearson, Gustav
Pestoff, S.
Pedersen, Carl
Pederson, P.
Pederson, Karl
Petteson, Oscar
Peplone, Joseph
Powell, Hamilton
Punis, Anthony

Rasmusson, Christ
Reinhold, G.
Replinca, A.
Ringdal, O.
Ring, W.
Rosenthal, W. J.
Roon, O.
Ronning, H. G.
Runnquist, G.

Sandberg, Otto
Sabanes, P. T.
Salo, John
Sears, G. L.
Selen, Gustof
Sebjohnson, S.
Schwarzicus, W.
Shoberg, Johan
Sorger, E.
Solwer, B. M.
Solberg, Olaf
Simmons, John
Simonsen, H.
Smeland, E.
Stolzerman, E.
Strand, C.
Stentez, R.
Stiffler, Ray
Swanson, Chas. I.
Swanson, William
Swanson, John
Sundby, Emil
Svendsen, John A.
Sverdrup, T.
Sunde, K. A.

Talu, John J.
Tupper, A. E.
Tangerwos, Ole
Toyra, A.
Tuorilla, J.
Tornquist, H.
Tonneson, A.
Torgersen, Ed.
Tyrrell, J.
Torvig, O.
Thorsen, Herman
Thorson, Victor
Thorn, Arvid
Thorsen, Hans
Thomas, J. E.
Thorsen, Carl
Troverson, Louis

Voigt, Arthur
Vesgaard, Hans

Wadham, C.
Wallgren, F.
Wall, W.
Weld, L. A.
Westergren, W.
Ween, O.
Williams, John
Williams, T. C.
Wirta, George
Wiger, J.
Wilson, Gus
Welner, Fred

Yansen, Emil
Yorkwell, Anton
Wullum, J.
Zelink, Arthur M.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Augustin, H.
Barnard, O. W.
Barrot, G.
Bengtson, S.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Carlson, Osc.
Dean, J.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
High, Edward
Jansson, Stefan
Jansson, John
Jansson, J. A.
Johanssen, John F.
Johansson, Stefan
Johannessen, Alf.
Johannessen, Jonas
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Lehtonen, Arthur
Malkoff, Peter
Malmberg, E.
Martinson, Adolph
Meiners, Herman
Miller, F. W.
Murk, Chas.
Newman, I.
Nord, Karl
Nystrom, R.
Olesen, W.
Olsen, J. C.
Olson, A.
Olson, W.
Olsen, Alf
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Reiersgord, H.
Risenius, Sven
Rosenblad, Otto
Smyth, J. B.
Soderlund, Uno
Statt, Axel
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

Members of the crew of the SS. "Gulf of Mexico" may obtain money due them for salvage services rendered to the bark "Portugal" by communicating with Silas B. Axtell, Attorney for Seamen's Unions, 1 Broadway, Room I, New York City.

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Portland, Or., Letter List

Amundsen, Ben	Larsen, Hans
Anderson, Albert	Larson, C. -1632
Anderson, C.	Learch, Paul
Ahren, Wm. J.	Leskinen, F.
Backman, Peter W.	Matson, Hemming A
Bieler, B.	Matson, H. -1808
Bohm, Franz	Melgant, F.
Boyle, H.	Michaels, R.
Christensen, E. H.	Miller, Victor
Christensen, H. P.	Miller, Harry
Cunningham, G. F.	Mikkelsen, Harry
Dahl, Louis	Murphy, Francis Leo
De Long, K.	Newkirk, Clifford
Duret, J. E.	Nordman, Alek
Ellegaard, M.	Nielsen, Jens
Elliot, Austin A.	Nilsen, Chas.
Erickson, John E.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Geiger, Joe	Ohlson, J. A.
Graaf, John D	Olson, John
Hanson, August -1134	Olson, Chas.
	Paulsson, Herman
Harding, Ellis	Petersen, Anton -1675
Hartman, Fritz	
Hauschild, B.	Petesen, Knut
Heino, Gust.	Petter, G.
Hellman, H. W.	Rensmand, Robert
Henriksen, Geo.	Ross, Geo.
Herman, David	Ruisgaard, Soren
Hickey, E. J.	Ruud, Ole H.
Hogstrom, Karl I.	Rytko, Otto
Holmes, George	Samuelsen, S
Huber, C. L.	Schmeltning, Max M.
Johansson, Charles -2407	Schroder, August
	Schultz, F. E.
Jorgenson, Earl	Sibley, Milton
Jensen, H. T.	Siebert, Gust
Johnson, C. A.	Steenson, Edward
Jordan, H. S.	Swenson, C. E.
Kase, A.	Thoresen, Ingwald
Knofsky, E. W.	Tuhkanen, Johan J
Kristiansen, Wm. A.	Wold, Frank
Laatzen, Hugo	Wood, E. E.
Larsen, C. J.	

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anton	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magail, Michael	

San Pedro Letter List

Aagard, Anfin	Larsen, Martin
Aalto, Harry	Lato, Ely
Altman, E.	Lagerwold, M.
Anderson, Gust	Lechemus, Bill
Annes, Robert	Lindholm, Chas.
Ako, Jack	Lindstrom, J. A.
Anderson, Sven	Linden, Chas.
Anderson, Frank	Middling, J. M.
Amundsen, Pete	Malmberg, Ellis
Andree, E. A.	Mamers, Chas.
Baggs, H. L.	Martinsen, George
Billington, T. A.	Magnusen, Karl
Bergh, B.	Monterro, John
Berglund, E. J.	Nelson, Harry
Bernsson, Berger	Ole, Olesen
Brown, Parry	Olsen, O. W.
Brandes, W. M.	Olsen, Martin
Bruce, Albert	Olsen, Nick
Breien, Hans	Osterhaff, Henry
Carier, Peter	Petz, Fritz
Corregsona, Vincent	Petersen, Hugo
Craig, Thomas	Peters, Joseph
Davis, Orville	Raaum, Henry
De Nord, J.	Ragmund, Frank
Eklund, Waino	Raytke, Otto
Evensen, Ed.	Roed, H.
Exlesan, Herman	Roed, L. A.
Falvig, John	Rosenblad, Billy
Forsman, Nils	Rosenthal, Walter
Fraser, Alexander	Samson, Louis

CARRY ON!

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Fickle, Omer	Scurankesken, Merinius
Granthal, Arthur	
Graners, Gust	Skogberg, J.
Gunnerud Torvald	Smeborg, Olaf B.
Grundwald, Alvis	Smith, Emil
Grassen, Yan	Stolzerman, E.
Greenwald, John E.	Stratten, M.
Hansen, Olaf	Sanders, Chas.
Halmstrom, F.	Swanson, Ben
Haeik, A.	Sheild, Oscar
Hagberg, Aksel J.	Thompson, Alex.
Holm, Nils W.	Thompson, Maurice
Hyon, L.	Thorntund, J. N.
Johannsen, Fred	Tiller, Edw.
Johannson, N. A.	Thoren, E. A.
Johanson, John	Toivonen, F.
Johanson, Fritz	Tysk, J. H.
Johanson, J. A.	Vizcarra, Oscar
Johansen, Carl	Wrigg, F.
Jones, Erest L.	Wilhalmson, Karl
Johnson, J. E.	Wahi, J.
Johnson, George	Wiklund, T. J.
Jonasen, J.	Wichman, Carl H.
Jensen, Jens	Yeaman, W. E.
Larsen, Johan -1542	Zunderer, Heo

INFORMATION WANTED.

I am representing most of the crew of the S. S. "J. E. O'Neil," in the matter of their claim for salvage services rendered to the steamship "Oregon" on or about January 19, 1918, about 300 miles off Honolulu. The following awards were made to the vessels which assisted in the salvage operations: Steamship "Lurline," her master, officers and crew, $18,000; steamship "President," her master, officers and crew, $1750; steamship "J. E. O'Neil," her master, officers and crew, $6872. One-quarter of the $6872 was allowed to the master, officers and crew of the "J. E. O'Neil." All those members of the crew who have not yet filed their claims should do so at once in order that the claims of the entire crew will be presented at the same time. Silas B. Axtell, One Broadway, New York. 7-9-19

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INFORMATION WANTED.

Frank J. Phillips, a member of the Marine Firemen's, Oilers' and Watertenders' Union of the Atlantic and Gulf, last heard of in San Francisco, Cal., April, 1916. Anyone knowing his whereabouts will please notify Mrs. Frank J. Phillips, P. O. Box 521, San Pedro, Cal. 2-19-19

Will Lars Hansen, who was second mate on the "William T. Lewis" last January, please call on or communicate with F. R. Wall, 324 Merchants Exchange, San Francisco? Phone Sutter 5807. 6-25-19

Home News

Thirteen thousand ounces of platinum have been sold by the ordnance department of the army. The mineral sold at $105 an ounce.

Robert Dollar declares that China will retaliate with trade boycott against American goods unless she is convinced that America is not responsible for Shantung decision.

Pending action by Congress toward a permanent policy on dyestuffs importation, the War Trade Board will not issue licenses permitting traffic in German products.

North Dakota's bone dry law passed by the Fifteenth Assembly was declared not legally passed by that session of the Legislature by the State Supreme Court in an opinion handed down in the case of the State against John Schultz.

The so-called "free port" bills, in which San Francisco and other California harbor cities are vitally interested, have been taken up by a joint Congressional Committee and the legislation is to be crowded just as hard as possible at the present session.

The United States is now the chief producer of tungsten. Burma was formerly the leader, but the stimulus of war production has caused the United States to outstrip all rivals. Although possessing the richest tungsten ore deposits in the world, Burma has been handicapped by crude methods of mining.

Federal regulation of the navigation of the air is provided in a bill introduced in the Senate by Senator Sherman of Illinois. Senator Sherman, in a brief statement, declared that navigation of the air must be regulated. He declared that the recent blimp tragedy in Chicago indicated necessity for a code of aerial navigation laws.

One urgent message, consisting of ten chargeable words, is the limit that will be accepted by the Commercial Pacific Cable Company for the Philippines, China and Japan. The same sender will be allowed but one message in twenty-four hours. Officials of the company also announced that extreme economy should be used in sending urgent messages, as the cables are overcrowded with ordinary messages.

The Mutual Home Association, commonly known as the "free love colony," on Joe's bay, Puget Sound, which has been given much notoriety during its twenty years of existence, was dissolved by a decree of the Superior Court. Fight for control between two factions brought the case into court. Determination of persons actually members of the association will be announced at a later date, the court ruled, and the property distributed among them.

Declaration that before the negroes of the country will submit to "many of the injustices which we have suffered, the white men will have to kill more of them than the combined number of soldiers that were slain in the great world war," is made in a letter written to President Wilson by Rev. J. G. Robinson, presiding elder of the African Methodist Episcopal Church at Chattanooga. The letter appeals for the President's support in behalf of legislation to prevent lynchings and to force Southern States to place negroes on juries.

Domestic and Naval

Under a resolution introduced by Senator Harding of Ohio, war risk insurance would be paid to the dependents of the 233 officers and men who were lost in the mysterious disappearance of the naval collier "Cyclops" in the West Indies, in March, 1918.

The Navy's NC-4, the first seaplane to cross the Atlantic, will not yet be retired from service for permanent exhibition at the Smithsonian Institution in Washington, but will be used by its crew, headed by Lieutenant-Commander Read, in recruiting service along the Atlantic coast, it was announced recently.

It is stated that Cramps' shipyard and other concerns are to be merged into a gigantic ship building and ocean navigation corporation, the stock of which is to be sold for $69,000,000. Firms in New York, Cleveland, Gloucester, N. J., and Wilmington, Del., may be included in the big combine.

The United States submarine K-5 with a complete flotilla of every kind of vessel that the Navy operated in the war against German submarines is going from St. Louis to New Orleans on a recruiting and educational trip. It was the first submarine ever visiting the upper Mississippi. The flotilla has two bands, a baseball team, a glee club and a complete moving picture outfit.

After interruption due to the war, once more seekers of Spanish gold are prepared to resume the delving for doubloons in the hold of a buried treasure ship of the Spanish armada in the Bay of Tobermory, North Ireland. Colonel A. Foss, director of the salving operations, is reported to have placed his diving and dredging plant on a steam lighter and pontoon anchored over the sunken galleon and to be only awaiting the arrival of crack divers recently released from the admiralty work in clearing the harbors of Ostend and Zeebrugge.

Navy officers on shore duty in jobs that keep them in a swivel chair all day long must not allow their muscles to grow flabby and the waist line must be kept down, according to recent orders from Secretary Daniels. When on sea duty they have plenty of opportunity to keep fit, but in an office the temptation to remain inactive physically has been found too strong for most men, with a consequent reduction in general efficiency. So, henceforth, every officer of the United States Navy on shore duty must put in two hours each week in some physical exercise.

Demobilization of the Navy is progressing satisfactorily, according to a Navy Department announcement. A total of 316,554 enlisted men have been discharged since the armistice was signed, of which 94,306 were enlisted men in the regular service and 222,248 were members of the reserve force who were released to inactive duty, subject to call. More than 22,500 reserve officers have been returned to civil life and 7124 still are on duty. There still are 70,000 enlisted men on the reserve force on duty, most of them aboard transports. It is expected all of the reserve officers and men remaining in the service will be released within two months.

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Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,387,011.92
Employees' Pension Fund	306,852.44

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Alin, Victor
Alto, Vaino
Amsler, C. L.
Andersen, F. -1473
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin

Anderson, R.
Anderson, Edw.
Anderson, Martin A.
Anderson, Emil J.
Andersson, Chaheles
Andersson, C. -2185
Andersson, Arthur
Andersson, J. -1246
Angelback, Geo.
Antonsen, Arthur
Ardt, Anton
Aro, Kalle
Augustine, Anth.
Axelsen, H.

Baak, M.
Backe, K. V.
Bang, Anker
Baranowzki, Zigm.
Barentse, J.
Behne, W. A.
Benson, S. -986
Bergstrom, I. M.
Berseth, R. J.
Bjorklund, Eric
Bjurlund, N.
Bock, Jimmy

Borgesen, L.
Bosshard, Henry
Brady, B.
Brandt, B.
Brown, Parry
Browne, Chas. B.
Bugel, J.
Bunting, A.
Burnsey, C.
Bursett, B.
Bye, Alf.

Cameron, James
Carlson, E. R.
Carlson, Gus
Carlson, Gunnar
Carlson, E. S. -1769
Carlsson, August
Carr, R. W.
Catechi, C. V.
Catechis, L.
Christensen, H. P.
Christensen, Louie
Christensen, H. C.
Christensen, R. H.
Christenson, Einar

Christensen, Christian
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Clark, Chas. R.
Cliffe, Louis
Clausen, Louis
Colville, Geo.
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Correro, T. R.
Corrigan, R.
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Crawford, T. A.
Craig, Thos.
Crowley, Fred

Dahlstrom, Sven
Darrah, K.
Devenay, Ed.
Douglas, Sam

Dunham, Chas.
Dunkel, E.
Dwyer, E. J.

Eads, Joe
Edmonds, John
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Ellison, Sam
Elo, Frank
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Engelbregtsen, C.

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Erickson, John
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Eriksen, Ole
Eriksson, J. Edw.
Ertman, E.
Esplund, Fred
Essen, C. A.

Fagerly, O.
Falbon, Albin
Ferguson, E. A.
Fernandez, G. L.
Figved, Sigurd

Fihlman, Luoi
Flinkenberg, Uno
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Forsman, Geo.
Frost, Peter

Gardell, Joe
Geer, A. J.
Gill, Ivar
Goodmans, G.
Graham, Eric
Gruntman, H.

Grussman, G. A.
Gullaksen, Hans
Gundersen, N. F.
Gundersen, Ole
Gurman, K. -1215

Halley, W.
Halversen, Erling
Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hammerquist, A.
Hannesen, K. J.
Hansen, J. -2354
Hansen, J.
Hansen, Kristen
Hansen, H. M.
Hansen, R.
Hanson, Kay S.
Hanson, Frank
Hanson, Carl
Hanson, August
Harlow, John

Hartwig, W.
Hawkins, I.
Hayes, Jack P.
Helin, Paul
Helindahl, A. -1487
Hellsten, G. -2168
Hicks, Jim
Hill, J. D.
Hilli, Albert
Hingren, J. Hj.
Hjerling, Hj.
Hobbs, F. A.
Hoffman, G. I.
Hoglander, M.
Holmgren, G. J.
Horner, A.
Hugo, O. -1934

Ibsen, N. M.
Ingebretsen, Alf.

Iversen, Iver

Jacobs, F.
Jacobsen, Jacob
Janson, C. J. W.
Jansson, Hj.
Jansson, Frederik
Jansson, K. H.
Jensen, Henry
Jernberg, Alfred
Jewell, Albion
Johansen, Hans
Jonansen, C. -1593
Johnson, John
Johanson, Carl
Johanson, Karl -2094

Johanson, Arvo
Johansson, E. -2715
Johansson, J. -880
Johannessen, Karl
Johnson, T. A.
Johnson, Frank
Johnson, Matt
Johnston, Leslie
Johndahl, H. C.
Jonsen, H. -2213
Jorgensen, Ole E.
Jorgensen, H. F.
Jorgensen, Jorgen

Kaholemoku, W.
Kallberg, Arvid
Kasper, Walmar
Kasperson, E.
Katehes, Constantino
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Kokki, Emil
Koluin, Oscar
Kolustow, A.
Kooistra, S.
Krishjan, K. W.
Krisjan, A. W.
Kristensen, A. -1095
Kristiansen, Nils
Kristoffersen, G.
Krumholt, W. -1345

Lackey, C. H.
Laine, J. E.
Larsen, Kaare
Larsen, J. H. -2280
Larsen, L. H.
Larsen, K. -1560
Larsen, J. -2012
Larsen, Albin
Larson, Allen
Lawrence, B.
Lefter, John A.
Lehtonen, J. O.
Leirevaag, H. -2213
Lewis, Wm.

Lewis, W. A.
Liliegren, Douglas
Lindroos, A. W.
Ljung, Gus.
Loberg, Bror
Lofgren, R.
Loining, Herman
Long, Karl
Loughrey, C. W.
Lund, H. K.
Lundberg, Oskar
Lundkvist, Frans
Lundquist, Axel
Lundroth, Edvin
Lyngard, Geo.

Mahler, Hans
Maldonado, A.
Martin, John
Marcqwardt, C. -2106
Mathis, H.
Matheson, A. -2245
McGillivray, F. B. D.
McNeil, D. R.
McNeill, S. R.
Melander, G. J.
Melder, A. -2085

Mescall, Matt
Mettson, Carl
Meza, Leonardo
Mikkelsen, Olaf
Miller, William
Miller, Gerald
Miller, John
Moe, R.
Morisse, Henry
Morrison, Ph.
Mullins, John
Munch, Hugo
Murmi, Victor

Neindorff, F. R.
Nelsen, Rangvald
Nelson, John, -1013
Nelson, A. W.
Nelson, J. -1013
Ness, Erling
Neuman, Alfred
Nielsen, Willy

Nielsen, C. -1314
Nielsen, K.
Nielson, Herman
Nilsen, Edon
Nilsen, J. -1481
Nillsen, Jens
Nordenberg, Alfred
Nyman, Oskar

Olafsen, O. B.
Olsen, Peter
Olsen, Karl
Olsen, Ferdinand
Olsen, H. J.

Olson, John
Olsson, Axel
Olsson, C. O.
Oseberg, Ansgar

Pedersen, C. -1286
Pedersen, James M.
Pedersen, Peter B.
Pehkola, Ed.
Pendlebury, Tom
Perdok, A. -1861
Perkins, J. W.
Persson, Martin
Persson, Edw.
Persson, O. W.
Peters, Joseph M.
Petersen, Arthur H.
Petersen, Hilmar A.
Peterson, L. -1389

Peterson, F. A.
Petersen, Harry
Peterson, O. -1551
Pettersen, Higbert
Pettibone, G. W.
Pilkinton, Homer
Piironen, Mikko
Pinkhurst, C. B.
Pope, H.
Powell, Patrick
Prestegaard, W.
Prinz, Carl
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Rundell, W.
Rundstrom, Albert
Ryan, Patrick

Saalma, Joseph
Saarinen, K. K.
Salberta, Juan
Samuelsson, W. L.
Samulsson, E. -2888
Sander, Robert
Saunders, Oscar
Schwenke, Chas.
Schaefer, Erich
Scott, B. F.
Seablom, Alf.
Servers, L. H.
Sikman, A.
Simonsen, Sigvard
Smith, Jacob C.
Solberg, B. P.
Solberg, D.
Solvin, Oscar E.
Sonderup, A.
Souza, Louis
Sorensen, Jorgen

Sorensen, J. H.
Sorensen, N. -2447
Sowich, B.
Stange, A. -2063
Steen, Ivar
Sterberg, Alf.
Stevensen, Aug.
Stewart, Nell
Strasdin, H.
Strauss, W.
Strom, Fred
Sund, Aleks
Sund, Alex
Sundberg, F. F.
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Svensen, Anker
Swansen, Fred
Swanson, Oscar
Swanson, S.
Sweeney, D.
Swenson, E.

Taice, John
Taival, Alf.
Taimi, V.
Tandberg, Einar
Tanum, H. -973
Thom, Ed.
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Torrance, John
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Tyrrell, James

Vander, Klift J. J.
Veenbrink
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Wallenstrand
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Young, L. B.

Youngstrom, W.

PACKAGES.

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Olsen, H.
Olsen, Ole
Olson, Knut
Overwick, Thos.
Tandberg, Einar

INFORMATION WANTED.

Members of the crew of the "John A. Kirby," who have not already filed their claims, should communicate with the undersigned. I have made arrangements to file claims for families of seamen and officers who were lost by submarine activities during the war; also for seamen who were injured by torpedoes, etc., or who were taken into Germany as prisoners. Such persons should communicate with me at earliest convenience in order to have their claims filed with the State Department. Silas B. Axtell, One Broadway, New York. 7-23-19

Ingwald Johnson and Charles Moller, members of the crew of the S. S. "Chehalis," on January 29, 1919, when Otto Peterson was injured, kindly report to the Secretary, Sailors' Union of the Pacific, San Francisco, Cal. 8-13-19

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News from Abroad

The allied supreme council appointed H. Deuf, a French engineer, provisional director of the Port of Kehl, Baden.

The Baltic Commission of the Peace Conference presented a report recommending that the Aland Islands, between Sweden and Finland at the mouth of the Gulf of Bothnia, be neutralized under the guarantee of the League of Nations.

All reserves of the French army, including the class of 1917, will be demobilized by the middle of October, according to plans completed by the Government. There would remain in service members of the classes of 1918, 1919 and 1920.

Australia is preparing to increase the duty on merchandise now imported from the United States, with a differential in favor of Great Britain, which when put into effect practically will eliminate the exportation of American commodities to Australasia.

A revolutionary movement headed by General Lopez Gutierrez, presidential candidate, is reported by the press to have broken out in Honduras. Various encounters between rebel and Government troops were said to have occurred on the Nicaraguan frontier.

Japanese newspapers announce that three brothers-in-law of Emperor Yoshihito will soon visit the United States, Great Britain and France for military inspection. They will stay abroad for about three years. The imperial travelers are Princes Kitashirakawa, Asaka and Higashi Kuni.

The Italian War Trade Board has abolished many restrictions on importations. The list of commodities allowed to enter Italy, to be published soon, will undoubtedly be most liberal as regards American products. It is anticipated that leather will be near the top of the new list, as the public is clamoring for American shoes.

It is reported that Dr. Auguste Durand, a prominent land owner and proprietor of the Lima, Peru, newspaper "La Prensa," has sold approximately 800,000 acres of land near Huanco, on the Amazon watershed, to a Japanese syndicate. Three hundred thousand additional acres are in negotiation. This land purchase is considered the forerunner of a big Japanese colonization scheme in Peru.

A new political party was formed in Cuba recently with "non-interference of other nations in Cuba's affairs" as its principal platform. The sponsors for the party are prominent men of the Liberal and Conservative parties who have endeavored unsuccessfully to persuade their respective parties that they should not permit Americans to interfere in any way with Cuba's internal affairs.

Workers in a mine at Matehuala near San Luis Potosi, Mexico, have discovered a cave which is said to be one of the largest in the republic. It is more than 300 feet below the level of the mine and is 15 feet in width. Its length has never been estimated but exploring parties expect to survey it carefully in the near future. One of the most fantastic of its many grotesque adornments is a sulphurous fountain, which pours out continually a stream of blue water.

With the Wits

"He's a modern reformer." "That so?" "Yes, he's out to reform the reformers." "In what way?" "He's trying to educate them to discover that not everything the other fellow gets some fun out of is wholly wrong."—Detroit Free Press.

Mrs. Flatbush—What's the matter with you and Bensonhurst?

Mr. Flatbush—Oh, he insulted me.

Mrs. Flatbush—What did he say?

Mr. Flatbush—Called me an old grouch.

Mrs. Flatbush—Don't mind him. You're not so old, dear.—Yonkers Statesman.

Speaking on the prohibition situation recently a prominent liquor dealer said: "Our opponents keep quoting scripture to us, but that leaves me cold. Not very long ago I went through the Bible from Genesis to Revelation and I found only one instance of a man asking for water—and he was in hell."

A discouraged counsellor remarked to the court, "My poor client is little likely to get justice done her until the judgment day." "Well, counsellor," said the judge, "if I have an opportunity I'll plead for the poor woman myself on that day." "Your honor," replied the other, "will have troubles of your own upon that day."

An attorney was defending a man charged by his wife with desertion. For a time it looked as though it were a cinch for the prosecution, but at the psychological moment the attorney called the defendant to the stand. "Take off that bandage," he cried, and the man did it, exposing a black eye. "Your honor," said the attorney, "our defense is that this man is not a deserter. He's a refugee."

Blank had a day off, and when he returned to the office the following morning his pals wanted to know why he looked so disgruntled. "Everything went wrong," grumbled Blank. "How was that?" one asked. "Ever go fishing with a girl?" "Once." "Did she protest against hurting the fish?" "No. She said she was sure they were perfectly happy, because they were all wagging their tails."

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FOR THE SEAFARING PEOPLE OF THE WORLD.
Official Paper of the International Seamen's Union of America.

A Journal of Seamen, by Seamen, for Seamen. Our Aim: The Brotherhood of the Sea. Our Motto: Justice by Organization.

VOL. XXXII, No. 50. SAN FRANCISCO. WEDNESDAY, AUGUST 20, 1919. Whole No. 2552.

MEANING OF THE "PLUMB PLAN"

Labor's Proposal for the Nationalization of the Railroads

The "Plumb Plan" is the proposal by the organized workers of America that the railroads be nationalized under "tripartite control."

In brief, the "Plumb Plan," is a workable substitute for the autocratic control of financial dictators under private ownership.

The organized seamen of America are deeply concerned in the proposed nationalization of the railroads. For if the railroads are nationalized the merchant marine will most likely be next on the program. The Journal herewith submits explanatory statements of the "Plumb Plan" by two recognized spokesmen for organized labor.

The following is a summary of the statement recently made by Mr. Frank Morrison, Secretary of the American Federation of Labor, before the Joint Committee on Interstate Commerce:

For the sake of the record, I am Frank Morrison, Secretary of the American Federation of Labor. I am here representing the American Federation of Labor to testify that it stands behind labor's plan for the reorganization of the railways.

At the convention of the American Federation of Labor at Atlantic City on June 17, 1919, the following resolution was considered:

"Resolution No. 180. By Delegates A. O. Wharton, International Associaton of Machinists; John J. Hynes, Amalgamated Sheet Metal Workers' International Alliance; J. W. Kline, Internatonal Blacksmiths' and Helpers'; Louis Weyand, Internatonal Brotherhood of Boilermakers; S. E. Heberling, Switchmen's Union; Martin F. Ryan, A. E. Barker, United Brotherhood Maintenance of Way and Railroad Shop Laborers; J J. Forrester, Brotherhood of Railway Clerks; E. J. Manion.

"Whereas, There is now pending before the American people and their representatives in Congress the political solution of the railway problem; and

"Whereas, Every human and industrial activity, the life of every community, and the happiness and the prosperity of every citizen are dependent upon the solution of this problem; and

"Whereas, It is demanded by the private owners of these properties as the condition on which they will resume the control and operation thereof, that the people of America guarantee them privileges which they have not heretofore enjoyed, to wit, the right to earn a guaranteed return of the property investment account of the railway companies; and

"Whereas, Such a guarantee would make valid as a direct obligation of the people of the United States all fictitious securities, stock dividends, and discounted bonds issued by the railroads without consideration and representing no service to the American people; and

"Whereas, In order to make good such guarantee, rates must be raised far in excess of the level now fixed, or, in default of such increase in rates, wages must be reduced far below the level now fixed, or both; and

"Whereas, There has been presented to the Senate Committee on Interstate Commerce, and will shortly be introduced in Congress the plan for a reorganization of this industry originating with the railway employes; and

"Whereas, Labor's plan so presented provides for immediate public ownership of these properties, the protection of every honest dollar actually invested, and the assurance of an adequate return on such investment without any increase in rates; and

"Whereas, Labor's plan provides for joint control of the industry through a Board of Directors representing equally the wage earner, management, and the public; and

"Whereas, Said plan guarantees to the public the protection of its interest in procuring ultimately service at cost, and at the same time secure to the wage earner a fair share of the profits produced by his skill, efficiency and economy; and

"Whereas, Labor's plan provides for the full protection of all the rights and privileges of the wage earners as a class without invading the rights of any other classes of society, and at the same time throws wide the golden gate of opportunity for the full development of the powers of initiative, inherent to every individual; now, thereore, be it

"Resolved, By this Thirty-ninth Convention of the American Federation of Labor that we hereby approve, endorse and adopt the plan for the reorganization of the railway industry, presented to the Senate Committee on Interstate Commerce on behalf of the Railroad Employes represented by the following organizations: International Association of Machinists; Brotherhood of Locomotive Engineers; Brotherhood of Railway Carmen of America; International Brotherhood of Blacksmiths and Helpers; International Brotherhood of Electrical Workers; Brotherhood of Railroad Trainmen; Switchmen's Union of North America; Brotherhood of Railway Clerks; Brotherhood of Locomotive Engineers and Enginemen; Sheet Metal Workers' International Alliance; Order Railroad Conductors; Order Railroad Telegraphers; United Brotherhood Maintenance Way and Railroad Shop Laborers; International Brotherhood Boilermakers; Iron Shipbuilders and Helpers of America; by A. B. Garretson, Grand Chief of the Order Railroad Conductors and Glenn E. Plumb, their counsel; and, be it further

"Resolved, That we hereby pledge ourselves to use every legitimate endeavor to promote the enactment of this plan into law."

The Resolution Committee sbmitted the following report on the above, which was unanimously adopted:

"With reference to the subject matter contained in the Executive Council's report and in the above resolution, your committee, in submitting a declaration in favor of ownership or control of railroads by the United States government, recommends that inasmuch as the details connected wth the same are at present in a formative stage, the subject matter be referred to the Executive Council with instruction to co-operate with the organizations representing the railroad employes."

President Samuel Gompers of the American Federation of Labor, accepted the Honorary Presidency of the Plumb Plan League organized among the rank and file of the fourteen railway national and international organizations and generally among the organizations affiliated with the American Federation of Labor, to carry to the public and to Congress the principles of the plan now embodied in the Sims bill, which has been endorsed by the Chief Executives of the fourteen railway organizations.

In all discussions of this question it would be well to bear in mind that quasi-public corporations are created for service and not for profit. A long line of decisions, from the Supreme Court of the United States down have invariably held that the fundamental purpose of these corporations is to serve the public and that they are only entitled to a fair remuneration.

Hardly any one will deny that under private management the railroads have been financial footballs and that they have been directed by interests whose wreckage of numerous railroad systems is common knowledge. This wreckage has been accompanied by a debauching of legislatures and other political activity that tested democratic institutions.

The times call for new arrangements in the management of properties that are only made possible by the public's consent.

The passage of the Sims bill will re-establish the theory that railroads should be operated for public service rather than for private profit.

Aside from the application of democracy in these properties, and their handling by practical railroad men, the Sims bill will squeeze all fictitious value out of these properties. This will affect living costs and reduce charges the public must now meet, for then it will no longer be necessary to compel the railroads to earn dividends on millions of dollars of watered stock.

Summary of Railroadmen's Attitude.

Declaring that American democracy is controlled by an autocracy in industry and that America must become the home of industrial freedom, Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers and President of the Plumb Plan League, gave the key statement of labor in the hearing before the House and Senate Committees.

He argued that there could be no solution

of the industrial problem and no lowering of the cost of living as long as consumers had to pay extortionate profits on their own earnings in purchasing the necessaries of life. Labor's belief in the Sims bill, he said, was profound. "In this plan," he concluded, "we raise the banner of democracy in control of industry, we advance to a new crusade with the faith of the Pilgrims, with the convictions of the framers of the Constitution and with the hope of America for economic independence." His statement was as follows:

"At the request of these organizations the Sims bill is now before you. I speak as the voice of these two million men, delegated by them to announce to this committee and to the people of this country that they are supporting this measure with all the strength and all the unity of purpose that can move so large a body of citizens.

"Joined with us and represented by Mr. Morrison is the American Federation of Labor adding three million and a half men to that body of railway employes who instituted this movement.

"In the industrial development of this country great organizations of capital first appeared as employers. Individual workers, following the example set by capital, organized as employes. Their purpose was to secure better working conditions and a larger measure of return for their labors. The full force of capitalistic organizations has been set against labor to hold and to keep all the profits of industry. The strength of the labor unions has been exerted to wrest from capital some share of the profits for the wage earners.

"This has been a perpetual struggle by the workers to maintain a tolerable standard of existence; on the part of capital to amass greater profits. At times, both sides could ignore the needs of the public. But now the very growth of the labor organizations has brought into their ranks a great mass of the consumers. The large number of the wage earners now constitute a large percentage of the people. The extension of industry has changed the nature of the previous struggle.

"For whatever the worker receives in wages he must spend for the necessaries of life. In addition, he is always compelled to pay to the emloyer an excessive profit on his own wages. The cost of his living is determined by the sum he earns plus the profit he is charged on his own labor. And as a group, labor is forever prevented from bettering its lot because of the profits exacted by the employer. The hope of a finer life is never realized. So long as consumers are forced to pay extortionate profits on their own earnings to a third interest there is no solution of the industral problem.

"We find that this third interest absolutely controls and dominates the management of industry. It fixes wages and controls working conditions. It fixes the prices of commodities without regard to the needs of society, or the necessities of producers and consumers. We have a democratic form of government but an autocratic control of industry.

"We exist under government, but by industry we live. Under such a system the majority of a democracy can through their government enjoy only such rights and privileges as an autocracy in industry permits them to receive. This country was peopled by a race who sought within its boundaries religious freedom. It was established by their descendants through revolution as a land of political freedom. We now demand that it become the home of industrial freedom.

"This can be accomplished by extending to industry the same right of individual freedom recognized by the founders of our government in establishing this democracy. The need of mankind for the products of industry must be accepted as the basic interest in all industry. The right of the worker who supplies that need demands like acceptance. This can only be achieved by permitting producers and consumers to share in control of the management of their means of existence. The machinery for attaining this result we believe is embodied in the plan outlined in the Sims bill.

"Our belief in the efficacy of this plan is profound. We embrace this plan with all the ardor of those who sought political freedom. In this plan we raise the banner of democracy in control of industry, we advance to a new crusade with the faith of the Pilgrims, with the convictions of the framers of the Constitution and with the hope of America for economic independence."

The yate, one of Australia's numerous hard woods, seems to be the strongest known timber, with an average tensile strength of 24,000 pounds to the square inch and a maximum as high as 35,000—about equal to cast and wrought iron.

Demand the union label.

RESOURCES.

(By Henry A. McAnarney.)

The old order passes. Old in these days of a new birth means 1914 and the years beyond it. Four years of time have engulfed all of the past. The first shot of the great war was a salute to the new ruler of the world.

That ruler is the People.

Shall that ruler be swayed by impulse or controlled by judgment? Shall it throb with passion or follow the course of calm reflection?

We of to-day are the builders of the future. We have the tools, and the materials, and the skill to erect the structure. Shall we lay its foundation in rotten rock or in solid ground?

The site is ours to choose.

Ignorance is the rotten rock; enlightment the solid ground. The structure that rests upon rotten rock will crumble before the storms that are bound to form in the clash between the old and the new; that which is builded upon solid ground will long endure.

Education brings enlightenment. It enlarges the vision. It trains the mind to calm reflection; shapes its course of thought into channels of order.

The fullest development of the resources of a nation, of mankind, is achieved through the broadest system of education. That system of education wherein every person has access to learning, has the chance to develop his latent thought into positive material things, is the best for all the people. The welfare of the child toddling to school clinging to its mother's gown has been provided for. Now the welfare of the grimy man of maturity toiling in the factory, the mine, and the mill is being provided for. It is of no lesser importance to society than the welfare of the child. Neither should be neglected and both should be provided for.

Who can fix the limits of a nation's economic or political progress?

Who can analyze the vast material possibilities of the human mind? Who knows of what all men are capable?

Does a man's economic place in the nation's life control his capacity for thought? Has this laborer of brawn wielding the sledge at the forge reached the limit of his human powers?

The nation needs this man, needs all of his powers. The nation, therefore, owes to him the opportunity of developing his resources by placing education within his reach.

Congress has made the initial move in extending general education.

By its act authorizing the Bureau of Naturalization to issue the Federal textbook for training candidates for citizenship through the public schools Congress has invited all those who want an education to the schoolroom doors.

The people hold the keys.

Shall they not exercise their trust everywhere for their own benefit by throwing open those doors and bidding to enter all who wish to learn?

The full resources of the nation can never be put to use until all the people have been given the opportunity to apply their minds as well as their muscles to the work of the world.

Education of all its peoples is the prime need of America to-day!

Forget the causes of illiteracy of the present. They belong to the past! That has been forever buried!

NORWAY'S MERCANTILE SHIPPING.

Shipping is one of Norway's chief sources of income, and carrying for other nations has offset the foreign trade balance which is always against that country. Prior to the war there were but three nations whose merchant fleets were larger than Norway's, namely, Great Britain, Germany, and the United States. At the end of 1913, Norway had a merchant fleet of 2,626,708 gross registered tons. During the war this has been engaged for the most part in carrying for the allies, and the losses in tonnage have been enormous. A total of 829 ships, equal to 1,240,055 gross registered tons, have been sunk, or, in other words, the gross loss has been more than 47 per cent of the entire fleet. However, every effort has been made to acquire new ships to replace those lost, and the tonnage at the end of 1918 was something over 2,000,000 gross registered tons, the net loss during the war therefore being reduced to between 20 and 25 per cent. Furthermore, an agreement has been made with Great Britain whereby the British Government sanctions delivery from the British shipyards to Norway or 780,000 tons during the three years following the close of the war. Owing to lack of material and inadequacy of the Norwegian yards for building ships of the size desired, Norwegian yards have confined themselves during the war to building small wooden vessels.

Norwegian shipping is not only engaged in carrying for other nations, but lately lines have been established running from this country to all parts of the world. Formerly England and Germany controlled the greater part of the shipping trade to Norway, but, like the other Scandinavian countries, Norway is preparing to take her shipping trade into her own hands through her direct shipping connections with other countries overseas.

TO THE FREE FORUM.

What folly then it is, especially for the leisure class, to attempt to suppress free speech. It puts the burden of proof on them, to justify their continued possession of alleged advantages or privileges. To suppress their critics instead of meeting them in free discussion in an open forum is interpreted as a confession of guilt, an indication of weakness, a sign of fear that the truth will triumph when the wrong is exposed to the light of day.—F. F. Ingram, in Forum Folks (Detroit).

They were discussing the raising of children at the Chamber of Commerce show in Los Angeles recently and Dr. Maude Wiley, in charge of the Welfare League, told an amusing story. Seems the little girl had been spanked by her father for disobeying. With tears running down her cheeks, she ran to her mother crying, "I think papa's perfectly horrid. Was he the only man you could get?"

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Press May Criticize.

Newspapers have the right to criticize public officials for their acts and to deny them that right would "seriously impair the value and force of a democratic government," according to a decision by New York Supreme Court Justice Greenbaum. The decision was made in the suit for $25,000 for alleged libel begun by former Congressman Bennett against a New York newspaper. The newspaper attacked the methods of feeding immigrants who are detained for investigation on leaving the ship. Bennett was general counsel for the contractors. While in Congress he was one of the leaders against any restrictions of immigration.

In dismissing the case, the Court said:

"Accusations against the public official, whether they be specific or general, are not libelous, per se, when they are solely based upon official acts which he may lawfully do.

"The value and force of a representative democratic government would be seriously impaired if its officials, who are merely servants of the people, may not be freely criticized in their official acts by those who indirectly employ them. The comments may at times be unwarranted, extreme and unjust, but if they be limited to acts which do not involve illegal action or criminality they are permissible comments."

"High" Wages Not High.

"It is quite interesting to hear some persons talk about the 'high' wages of the coal miners of the country," says the United Mine Workers' Journal, official magazine of the United Mine Workers of America.

"Did you ever hear of the man who wrote a letter home from the hot lands of Arizona to tell the folks about the terribly high temperature of that region? He said: 'It is 120 in the shade and no shade.'

"And now about the miner's wages. He gets $5 a day, when he works. But what does that amount to when he has no work?

"It is easy enough to talk about 'high wages' for the miner and thus mislead the public into believing that miners are making money hand over fist. But when these people talk about 'high wages' for the miners they should be fair enough to tell the public, also, that the miners have been working only from one to three days a week and that in many places the mines have been closed down entirely for weeks or months.

"It is merely another case of 120 in the shade and no shade."

Hysterical Wave Recedes.

Edmonton, Alberta, Canada, Aug. 9.—The hysterical wave of one-big-unionism is receding in Canada, declares the Edmonton Free Press which states that the central body of this city refused to be stampeded into the o. b. u. movement and by the exercise of foresight performed a task which other central bodies find it necessary to do now.

"The net result of the whole affair in Canada," says this labor publication, "merely proves that the o. b. u. idea of general strike, of complete cessation of all industrial activity, is economically unsound, and is not a practical scheme for attaining the desired ends of labor. The general strike is impossible because the other fellow controls the food store houses and can eat three square meals a day while labor starves. It is impracticable because all society—including women and children—suffer while the fight is on. And last but not least it is impossible because the rest of society will not permit it. Neither will the state permit it. If union men persist in refusing to turn a wheel industrially, the remainder of society will do the job for them. Self preservation is the first law of nature. Because of these irrefutable facts the o. b. u. was doomed to failure at the onset, and already it is recognized generally not as the one big union but as the one big failure."

H. C. L. Causes Unrest.

The high cost of living is responsible for industrial unrest and domestic suffering, reports a commission appointed by Mayor Thompson to investigate conditions in Chicago. An appeal for relief has been forwarded to the Illinois delegation in Congress.

It is significant that the causes for high costs do not include "high" wages. In the judgment of the commission, the causes are: Exportation of food to Europe in excess of domestic surplus; profiteering by speculators; hoarders who withdraw food from consumption during the producing season in excess of normal requirements and later throw it on the market at exorbitant prices; resales within the same trade during interstate commerce; fictitious sales to enhance prices; wasteful practices by common carriers during transportation; illegal monopolistic combinations.

Another investigation is being conducted by the Anti-Profiteering League, whose chairman, Mrs. William C. Keogh, said:

"I know the working people. I know the conditions under which they struggle. I am satisfied from our investigation there would have been no strikes in Chicago had the cost of living kept within the bounds of reason. The working people have been forced to demand more wages and the pitiful part about it is that a few weeks after their wages have been increased the cost of living is boosted and they are no better off than they were before."

Capitalists Hide Their Vast Holdings.

While investigating the meat packing industry the Federal Trade Commission uncovered a remarkable financial device which can completely hide the ownership of stocks and bonds. If this system comes into general use, the commission says, it can be used to evade the payment by corporations

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia.
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

A court of referees at Manchester, England, has ruled that cotton workers who have been thrown out of work because of a refusal of spinners to accept an agreement offered by employers are entitled to government out-of-work benefits.

Allan Studholme, the sole labor representative in the legislature of Ontario, is dead. He was born in England in 1846, and was first elected to the Ontario legislature ten years ago. He was never known to be recreant to the trust reposed in him by the workers. He was a member of the Stove Mounters' union.

The current issue of the Labor Gazette, issued by the government, prints a summary of the more important industrial agreements recently made, and also makes this comment: "While the conclusion of every industrial agreement implies the acceptance, to a greater or less degree, of the principle of collective bargaining, it should not be overlooked that in a number of cases the agreement was reached only after the employes had been on strike."

Striking employes at the Canadian Vickers shipbuilding plant at Montreal, Canada, have won a big victory over this concern, which has been vigorous in its opposition to organized labor. Wages of the basic trades are advanced 7 cents an hour, making a 75-cent minimum. Laborers are advanced from 35 cents an hour to a 45-cent minimum and the 47-hour work week has been established. The company spent large sums of money to defeat the strikers, and when the latter won the local press made sparse mention of the incident.

The British government has again recognized postal unions by agreeing that these organizations shall appoint one-half of the fifty-four members of a national council that will make effective in the civil service the recommendations of the Whitley commission. The government will appoint the other members of the national council. The national council's functions include those general functions adopted by the Whitley commission for the adjustment of disputes between employer and employed. As applied to the civil service it provides for a national council, departmental councils and district and office committees.

During the evidence before the Waterside Commission in Melbourne, Constable M. Macpherson said that meetings had been held on the wharves by returned soldiers in conjunction with the waterside workers. At one meeting a speaker said they were there to see that, firstly, returned soldiers received preference of employment; secondly, that soldiers' fathers got preference; and thirdly, that waterside workers obtained it. The speaker added that they would have to force "scabs" off the wharves, and if they could not do it constitutionally bombing parties would be formed. Another speaker said "scabs" had to be chased from the wharves and killed if necessary. This speaker referred to the British flag as a "dishcloth." The war evidently did not leave this digger as patriotic as it should have.

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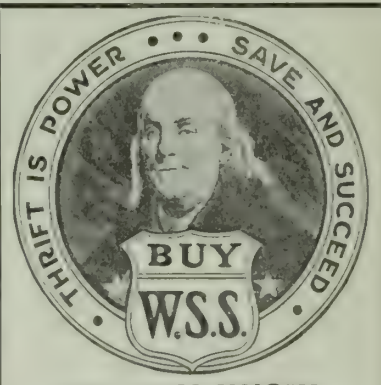

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INFORMATION WANTED.

Any one knowing the whereabouts of L. C. S. Admiraal, a member of the Eastern and Gulf Sailors' Association, last heard of in Rotterdam, Holland, 1914, will please notify his brother J. J. Admiraal, 51 South Street, New York, N. Y. 8-13-19

Information wanted regarding John Johnsen, native of Bergen, age 44, last heard from in New Orleans, 1917, was then on schooner "Lizzie M. Parson," going to France. Any information will be appreciated by his brother, Andrew Johnsen, Sailors' Union, Seattle, Wash. 8-20-19

Will Ingwald Johnson, Charles Moller, and any other member of the crew of the S. S. "Chehalis," on January 29, 1919, when Otto Peterson was injured, kindly report to the Secretary, Sailors' Union of the Pacific, San Francisco, Cal. 8-13-19

Pacific Coast Marine.

July was an exceptionally good month both for cereal and lumber shipments from the Columbia. The total flour shipments were 228,509 barrels, valued at $2,177,729; and the total wheat shipments 401,192 bushels, valued at $1,002,830.

The five-masted windjammer "John W. Wells," which has been chartered by Balfour, Guthrie & Co., to load barley at San Francisco for the United Kingdom, was built at St. Helena, Oregon, for the McCormick interests, but was sold recently to the Gulf Mail line.

Amid cheers from nearly 20,000 persons, including editors from forty States, the Skinner & Eddy Corporation's world champion shipbuilding plant at Seattle launched the 9600-ton steel steamship "Editor" at 9 o'clock a. m., on August 16 in honor of the National Editorial Association's annual convention in Seattle.

Relief in the traffic jam between San Francisco and Honolulu is at hand with the release of the big liner "Wilhelmina" by the War Department. The ship has been engaged in transporting troops from France to this country. It is one of the vessels of the Matson Navigation Company, in whose hands it will be the latter part of August. It will not enter into active passenger carrying service until October, owing to necessary overhauling.

The Pacific Steamship Company, according to a list filed with Congress, operates sixty-three vessels, making this company the largest ship operator in America, Vice-President A. F. Haines announced during the week. These figures show that thirty-two ships are managed and operated for the Shipping Board; three operated for the Shipping Board; nine managed for the Shipping Board and twenty-three ships owned and operated by the company.

The six wooden ships now lying in Lake Union, Wash., which were reported as sold to the Universal Shipping and Trading Co., Seattle, are the "Vincennes" and "Oelwein," barges, built at the Seaborn plant in Tacoma; "Imufka," hull, built by Barbare Bros., Tacoma; "Cineas," hull, built by Nilson & Kelez, Seattle; "Anthon" and "Addison," hulls, built by Sanderson & Porter, at Raymond. All of the vessels are of the Ferris type, and it is probable that most of them will be completed for sea as sailing craft.

Establishment of a thirteen-day transpacific service between San Francisco and Yokohama, effective with the sailing of the liner "Siberia Maru," was announced recently by officials of the Toyo Kisen Kaisha. This will be made possible by eliminating the call at Honolulu and the utilization of the great circle route. The existing time via Honolulu is twenty-one days. The "Siberia" will inaugurate the new service September 5. Later, if the demands require, another vessel will be placed in the same service. The other units of the fleet will continue to operate as at present, via the Hawaiian port. The saving of four days is expected to make the short run popular.

The American troops in Siberia, including officers, are so thoroughly disgruntled that they give vent to their feelings by singing a new song entitled, "What Are We Here For?" according to Major R. W. Fuller, U. S. A., retired, who arrived at San Francisco during the week. He is quoted by a local daily, as follows: "Every officer and every man in the American army in Siberia really wants to know what they are there for. One of the generals said he did not know why he was there; that we really had no policy at all and therefore had not the slightest reason for being there. If the country really knew the real situation in Siberia, they would rise and demand the troops come home, for they have no business there."

At the conclusion of a conference with local representatives of the United States Shipping Board, John H. Rosseter announced that the following recommendation for additional vessels for San Francisco and the Pacific Coast would be made to the United States Shipping Board at Washington: Two between San Francisco, Manchuria, China and Japan; four between San Francisco and India; two between Tahiti, India and Honolulu; ten beween San Francisco and Coast ports and European countries; four between Puget Sound, San Francico, Australia and New Zealand; three between San Francisco, Seattle and Central and South American ports; three between San Francisco, Seattle, India and New Zealand. Forty-eight vessels, now being constructed in Pacific Coast shipyards, to operate on Pacific Coast as tramp steamers, twenty of which will be assigned to San Francisco.

The foreign trade committee of the San Francisco Chamber of Commerce has appointed a subcommittee to consider the matter of the radio telegraph service with the Far East in view of the approaching discontinuance of the Government service when the war demobilization is complete. The cable and radio stations were taken over by the Naval Department last December. During the first month only 27,000 words were transmitted from San Francisco. In June the traffic had increased to 130,000 and in July to 300,000. Only 25 per cent. of the messages were on Government business. G. Marshall Dill, chairman of the foreign trade committee, has appointed a subcommittee which will secure information and acts from all parties interested in the wireless service, with a view to ascertain what conditions will inure when the Government control passes into private hands on the ratification of peace.

The Pacific Steamship Company's "Senator," now on her last voyage in the Nome service, may be converted into a full freighter this coming winter. Plans of such alterations already drawn and now being considered by the company indicate that she can be turned into a cargo carrier of 3000 tons measurement capacity. As a passenger and freight carrier the "Senator" has always rendered splendid service and been a good money-earner; but for present day demands she is wanting in speed. Hence the likelihood of her being changed to a freight carrier exclusively. However, with her return from Nome she will take the run of the company's steamship "Governor," which is soon to undergo her annual overhauling; and after the "Governor" is again ready for commission she will replace the steamship "Queen" while the latter also overhauls. Then it is likely that the removal of her passenger accommodations will be undertaken.

The King Coal Company of San Francisco has recently added two large automatic discharging barges to the service and there will be two others in the immediate future. Each is capable of delivering, weighing and placing into the ship bunkers a total of more than 1000 tons in an eight-hour day. The advantage of the new system is saving much time to the operators of ships. This is being taken advantage of by numerous concerns, notably the Dodwell Company, which is handling a large fleet of Japanese freighters. These vessels come from New York or the Orient and it is seldom that they remain more than a day. Under the former conditions it would have taken from two to three days to bunker each and that time would have been lost to the ship. As it is reckoned that each of the big freighters is worth more than $1000 a day in charter money, the advantage of the rapid bunkering system is revealed as one of the big assets of the port.

The steel steamers "Point Adams," "Point Bonita," "Point Judith" and "Point Lobos," owned by the United States Shipping Board, are reported sold to the Pacific Mail Steamship Company, at an average price of $200 per ton deadweight. These vessels were built by the Albina Machinery and Engineering Works, Portland, Ore., in 1918, and carry each 3760 tons deadweight, 2675 tons gross and 1664 net, fitted with triple expansion engines of 1400 i. h. p., two oiled-fired Scotch boilers, speed ten knots, consumption 18 tons oil per day, dimensions 289 x 44 x 21.6 feet, draft loaded 19⅝ feet, bale space 165,173 cubic feet, grain space 174,134 cubic feet. They are classed to Lloyd's Register. It is understood that the vessels were sold on the terms of 25 per cent. cash, 12½ per cent. the first six months, 12½ per cent. the first twelve months, totaling 50 per cent. of the cost in the first year, and semi-annual instalments of 6¼ per cent. thereafter, full payment being made in four years.

Plans for the building of a 10,000-ton floating drydock and acquiring an additional 60,000 square feet of State property were revealed when J. J. Tynan, manager of the Bethlehem Shipbuilding Company, applied to the State Board of Harbor Commissioners for approval of the plans. According to Engineer White of the commission, the plans have been taken under advisement pending further conferences between the commissioners and officials of the Bethlehem Company. The 60,000 feet of land, officials pointed out, are needed for the building of additional outfitting docks. The land in question is on the east and north side of the Potrero plant, where the drydock will also be built. San Francisco's natural port of call, where ships may be repaired, and the growing feature of the city as a shipbuilding center, with the expansion of the Bethlehem Company's business, necessitates the move. Work on the drydock will be started at once, together with the proposed new outfitting docks. it was intimated by Tynan. With the completion of the floating dock the Bethlehem plan will have two 10,000-ton drydocks.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 20, 1919.

PROGRESS ON THE PACIFIC.

After a series of negotiations with owners and managers of vessels sailing from Pacific Coast ports the following new schedule of wages and overtime has been agreed to and is now in full force and effect:

Sailors, quartermasters, stationmen and watchmen, $90.00 per month; boatswains, $95.00 per month; carpenters, $105 per month. These wages are applicable to all classes of vessels, in all trades, except towboats, where sailors' wages are fixed at $105.00 per month.

Overtime pay for all hands in the deck department is 75 cents per hour for ordinary shipwork. When working cargo the overtime rate is $1.00 per hour, except only as provided in the following: (a) In oil vessels all overtime work is to be compensated for at the rate of 75 cents per hour. (b) In steamers of the Pacific Steamship Company and the Alaska Steamship Company, when in Southeastern or Southwestern Alaska ports, all overtime pay shall be at the rate of 75 cents per hour.

Wages for firemen, oilers, watertenders, wipers and coal passers are to be $90.00 per month in all trades. Overtime pay has been fixed at the rate of 75 cents per hour.

In the stewards' department the wages of cooks, butchers, bakers, waiters, and in fact all hands, have been advanced $15 per month. The rate for overtime, in this department, under the new rules is 60 cents per hour for all work performed outside of the regular working hours.

The old working rules in all three departments remain substantially as before, with these exceptions: When the crew are required to eat ashore 50 cents is to be allowed for breakfast, and 75 cents each for dinner and supper. When the crew are required to sleep ashore 75 cents, per person, is to be allowed for room rent.

A notable improvement in the working rules was made for the crews of all sailing vessels by introducing a regular Saturday half-holiday, both at sea and in port.

Revised pamphlets containing the new wage schedules and working rules are now in print and will be available shortly for distribution to members at the respective headquarters and branches of the three marine unions.

It is, of course, wholly unnecessary to state that the net result of the negotiations with the Pacific Coast shipowners is most gratifying to the organized seamen. In a large measure, the shipowners' willingness to concede wage increases and make other liberal concessions was due to the fact that the three unions involved have faithfully observed the terms of previous agreements. The organized seafarers on the Pacific Coast have been frank in recognizing that collective bargaining with employers creates obligations and responsibilities no less than advantages.

But aside from this recognition of mutual responsibility the present standard wages and improved conditions of American seamen could not have been established were it not for their ability to "pull together." In other words, the constant and steady improvement in the conditions of seamen is but the reward of earnest and patient endeavor to apply intelligent organized self-help in the complex industrial relations of men.

In the darkest days of the International Seamen's Union of America, when less than 4000 men comprised the entire membership, unbounded hope and unshaken faith—mingled with a grim determination to carry on—were often the sole assets of the Union.

Well, hope, faith and fortitude to endure for a righteous cause has brought its reward. To be sure the goal has not been reached, but there is almost unlimited satisfaction in knowing that our craft is on a safe course—always headed for a brighter and better day!

BACK TO THE LAND.

Notwithstanding many earlier discouragements the process of going "back to the land" is now possible in California to the man of moderate means.

Charles F. Shaw, Professor of Soil Technology in the University of California, has just been named examiner of all lands offered for sale to the Land Settlement Board of the State of California.

October 1 has been named as the closing date for receiving offers of land tracts from 4000 to 12,000 acres in area, and November 1 has been announced as the day by which Professor Shaw hopes to complete his investigations.

Already 1500 applications for farms or farm workers' allotments have been filed with the Land Settlement Board, of which one-third are from returned soldiers. Under the amended State act, other things being equal, soldiers will be given the preference in the new land settlements.

Under the terms of the original California State Land Settlement Act, passed by the Legislature of 1917, there has already been a successful demonstration of State planned rural development. Six thousand two hundred and nineteen acres, located in Butte County were bought by the State, improved, subdivided, etc., and sold at cost to actual settlers, on easy terms. When this property was purchased by the State, no landowner had lived on it for twenty years. It was farmed by tenants and hired labor. To-day 120 families live in their own homes and till their own fields, and in these homes there are over 200 children. The selling price of land has been increased, not only within the boundaries of the settlement, but around it. It has increased the revenue from taxes, increased the business of the surrounding towns, added to the political and social strength of the State, has added to the aspirations, the comfort and happiness of every family. This has been done without any cost to the taxpayers of the State. It encourages those who believe in an enlarged use of the State as an instrument of direct service in those things that affect the general welfare.

Although less than two years old, the settlement has become widely known. Officials from ten American States, from Canada and Australia have visited the colony and made reports on the scheme and its results. Agricultural and engineering papers, magazines and reviews have described and discussed its plans and the State policy of which it is a concrete illustration. This challenge to public attention is not due to the size of the settlement, or the amount of money appropriated to finance it. It grows out of the fact that it is an attempt to solve in a definite way some problems of rural life in the United States that for the last twenty-five years have caused growing anxiety and unrest.

As a natural sequence to the splendid demonstration in Butte County this year's Legislature appropriated $1,000,000 for continuing the settlement policy with a preference for veterans of the army and navy. The same Legislature authorized a bond issue of $10,000,000. The latter, however, will have to be ratified by vote of the people. If approved, it will enable the board to proceed with land settlement work in a more systematic and economical way than would otherwise be possible.

Thus it seems that California is the first State to take definite action in providing homes for discharged soldiers. And from present indications it looks as though California would have the first soldier settlement in this country. Other States have made appropriations but none have acted.

For further detailed information upon the foregoing address Secretary, State Land Settlement Board, Berkeley, California.

During the month of July, 108 vessels aggregating 400,039 gross tons (600,058 deadweight tons) were launched from yards under the control of the United States Shipping Board. A world's record in launching was established in July, 1918, when 124 vessels of 423,167 gross tons 634,750 deadweight tons) were sent overboard from Shipping Board yards. The launchings of July, 1919, were therefore only sixteen less than the number launched during the record month of last year. The gross tonnage delivered to the Shipping Board to date is 4,542,278 (6,813,417 deadweight tons).

AGAINST CONSCRIPTION.

The National Capitol has not yet recovered from the shock of the terrific, and wholly unexpected, attack upon the Chamberlain-Kahn Conscription bill made by the National Guard Association of the United States which is holding its annual conference in the Seventy-first Regiment Armory in New York City. Every member of the House and Senate Military Affairs Committees received last week a telegram, stating definitely and explicitly that the men who carried the day at Chateau Thierry and the Argonne, are in no mood to trifle with permanent peace-time training and conscription in America. That telegram, which was only partially carried by the press associations, deserves rehearsal in full:

Four million veterans of the great war are a sufficient nucleus for the organization of any army which may be required for some time to come.

The Chamberlain-Kahn bill abolishes the citizen soldiery of the United States which public sentiment demands shall be the backbone of its military strength; and, at a time when the people are struggling under the burden of excessive taxation, creates, at enormous expense, the machinery for the establishment in America of that detestable Prussian system which is abhorrent to the American people.

The League of Nations and the Chamberlain-Kahn bill can never go hand in hand.

Either the League of Nations is a snare and a delusion or there is no necessity for the passage of the Chamberlain-Kahn bill.

The Chamberlain-Kahn bill is the swan song of the General Staff. Failing utterly in its efforts to secure necessary recruits for the regular army it now attempts in time of peace under the guise of a universal service bill to resort to conscripion, and to seize from their homes the youth of America for service in the regular army in the Philippines, in Hawaii, in Porto Rico, in the Canal Zone and even in Russia should the military dictator created by the provisions of this vicious bill determine that the emergency demanded it.

The Chamberlain-Kahn bill destroys and places a stigma upon the citizen soldiery which bore the brunt of fighting as shock troops, and creates a centralized military oligarchy with dangerous potentialities for political abuse, and the destruction of the freedom which is vital to the existence of the country.

Therefore the National Guard Association of the United States, through its officers, executive and legislative commitees in conference assembled, representing that great body of citizen soldiers whose record of efficiency entitles it to the fullest measure of support, opposes the passage of the Chamberlain-Kahn bill.

Their nominations having been confirmed by the Senate, Judge John Barton Payne, Henry M. Robinson, and Commander Thomas A. Scott, whom the President had nominated as Commissioners of the United States Shipping Board, assumed office during the past week and attended the regular meeting of the Board. The Shipping Board now has a full membership, consisting of Judge Payne, Vice Chairman Raymond B. Stevens, and Commissioners John A. Donald, Henry M. Robinson, and Thomas A. Scott. Judge Payne has been elected Chairman of the Board.

A recent meeting of the New York Branch of the Eastern and Gulf Sailors' Association was addressed by Nicoline Edouardo, a representative of the Italian Seamen's Union. Comrade Edouardo congratulated the union upon its victory in the recent strike; he also gave interesting details of the progress made by the organized Italian seamen and predicted closer affiliation with the International Seamen's Union of America.

Demand the union label.

MUZZLING UNION SPEAKERS.

Pennsylvania Workers Not Permitted to Hold Meeting—Not Even on Ground Owned by Union Member.

The struggle to secure the rights of free speech and free assembly in Western Pennsylvania has been an unending, discouraging one. Yet the National Committee for Organizing Iron and Steel Workers has made some progress. For, in spite of numerous arrests and the other harassing tactics resorted to by the Steel Trust hirelings occupying official positions, it is now possible to hold meetings unmolested in McKeesport, Rankin, Braddock and Homestead. In all of these places the greatest labor meetings ever seen in this section are being held, and men are swarming into the unions by the thousands.

But, surrounding Pittsburgh are boroughs and boroughs. Nearly all are important steel centers and all are bad. Some are worse than others. The worst one so far discovered is North Clairton.

North Clairton is a typical one-man steel town. It is a place where the Steel Trust has always had its own sweet, unhampered autocratic way. The casual visitor to the Pittsburgh section would not likely ever hear of North Clairton. Yet, within its tyrannical borders, some four thousand steel workers live out their miserable existence working in ten and fourteen-hour shifts with its crushing, killing twenty-four hour shifts at the weekly changes. The Natonal Committee could not ignore the plea for organization on the part of these enslaved human beings.

Several weeks earlier an application to the Burgess of North Clairton for a permit to hold a meeting was made. It was instantly and insultingly refused. Repeated but unsuccessful attempts were made to rent a hall. Hall owners in some cases were sympathetic, but the terible reprisals against those who ignore the edicts of the Steel Trust have left a fearful memory behind, and they did not dare.

P. H. Brogan owns a lot in North Clairton. He is local secretary for the National Committee in that place. He is a fighting man who fights. "Hold your meeting on my lot," he suggested. So it was arranged for Sunday afternoon, August 3. Secretary Brogan had a sign which he had fastened over his little office torn down and destroyed. He suffered many other indignities. But he fights and all this made him mad. He was arrested for handing out bills advertising the meeting that he had arranged for on his lot. But the arrangements were completed, and just before the first speaker was ready to tell the story to the workers, Constable White and Burgess Williams came on the lot, came on the private property of Secretary Brogan, and forbade the meeting. "It is against the State law," said the Burgess. "Hold the meeting at your peril," warned the constable.

The meeting was opened by Organizer J. G. Brown, but at the end of a couple of minutes the constable, accompanied by a half dozen Carnegie Steel Co. police blustered up through the enormous crowd and arrested the speaker. Then, the constable completely lost his head. But there was another head there, Captain Bowen, chief of the Carnegie Steel Co. police, was on hand. He was one of the scabs of the great Homestead strike of 1892. His brutal tendencies, his hatred for unions has been developing in each of the twenty-seven years since that time. He took charge of the situation. He pointed out six other organizers as by instinct. Organizer Joe Manly of the Structural Iron Workers was arrested for coming from Pittsburgh; Secretary Foster as "a suspicious character"; A. F. of L. Organizer J. L. Beaghen "for being along"; A. A. Lassich, organizer of the Mine, Mill and Smelter Workers, was asked if he was "a member of the American Federation of Labor." He admitted it and was immediately arrested. R. L. Hall, organizer of the International Association of Machinists, was accused and convicted by Capt. Bowen of "doing nothing," and taken in. Secretary Brogan was yanked to jail without explanation.

All the men were marched by the heavily armed company gunmen up the big hill, through the streets of the town, across lots to the city jail in Clairton a mile away. Upon arrival, a demand was made to know the amount of bail required. The demand was ignored and all the men thrown summarily into the filthy cells of the suffocating jail. This jail has cells so ingeniously constructed that a fair-sized man can neither stand up nor lie down straight. One can only sit in a humped-up position. Each was furnished with cell, a toilet that had apparently seen much use and little attention. The stench on a hot day like August 2 was sickening.

A friend, seeing the door from the office open for a moment came in and asked the prisoners if he could be of service. One of

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 18, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good; lots of members ashore.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., August 11, 1919.
No meeting. Shipping slow.

J. ETCHELLS, Agent.

Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., August 11, 1919.
Shipping fair; prospects uncertain.

W. G. MILLARD, Agent.

58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, August 11, 1919.
Shipping medium.

H. L. PETTERSON, Agent.

2016 North 30th St. Tel. Main 808.

Seattle Agency, August 11, 1919.
Shipping quiet.

P. B. GILL, Agent.

84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, August 11, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.

P. O. Box 280. Tel. Main 557.

Portland Agency, August 11, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.

88½ Third Street. Tel. Main 6013.

San Pedro Agency, August 11, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.

128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, August 4, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.

P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 14, 1919.
The regular weekly meeting was called to order at 7 p. m., Eugene Burke in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.

42 Market Street. Phone Kearny 5955.

Seattle Agency, August 7, 1919.
Shipping good.

J. LEONARD NORKGAUER, Agent.

Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, August 7, 1919.
No meeting. Shipping at standstill on account of mates' strike on steam schooners.

JOE MACK, Agent.

613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Albert Alsin, No. 160, a native of Sweden, age 64. Died at Kenia, Alaska, August 4, 1919.

The Army transport "Sheridan," on the way from Honolulu to San Francisco with a propeller missing and a coal supply dangerously low, has appealed for aid to Admiral Hugh Rodman of the Pacific fleet. Admiral Rodman immediately ordered the destroyer repair ship "Vestal" to leave as soon as possible to meet the transport. It was stated the "Vestal" would reach the "Sheridan" some time Monday. If necessary the "Vestal" will tow the "Sheridan" into San Francisco. If not, she will merely convoy the transport into port. At last accounts the "Sheridan" was 1140 miles out from San Francisco. She had a coal supply of 450 tons and was burning 60 tons a day. Her speed was seven knots an hour. The "Sheridan's" appeal for help was based upon her decreasing coal supply and the possibility of decreased speed. She was in no immediate danger.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Politicians drowsed until labor threw ice water in their faces. And, oh, what sputtering and cursing has ensued among the rudely wakened sleepers!

But it did wake them up. The heaviest heads in the whole Van Winkle corps flew back with a jerk, and dull eyes were opened for the first time to the senational fact that if the present leadership in America can do no better than let things drift from bad to worse, then labor will take the helm before everybody is left pounding on the rocks.

Congress was about to adjourn, if you please! Of course the Senate would stay behind to discuss Shantung, and certain committees of the House would stay in Washington to listen at leisure to testimony on divers subjects. But the others would go home, or to the mountains or seashore. Wages were being devoured by the ravenous cost of living, but that misfortune had become for politicians what we used to call "an act of God." Nobody could help it; then why worry? So Congress got up and started to leave, when a heavy hand fell on its shoulder—and a shadow passed over the White House.

Labor had entered the Executive Mansion. The heads of the railroad brotherhood called on the President. The cost of living must come down, they told him. If a great disaster is to be averted a more just balance must be struck between the day's wage and the daily expense of the average American. The labor leaders appeared at the White House as patriots, as the friends of their fellow men, as Americans anxious first of all to preserve order and promote the prosperity of their country.

These labor men told the President that a great bitterness was creeping into the hearts of the wage earners; that excessive bills for food and clothing were crowding faith out of the workman's home. A great strike on the railroads in revolt against the intolerable pinch was being agitated by impatient men, they explained to Mr. Wilson. To prevent such a walkout the leaders were doing their best. Would the President of the United States please help by allying the Government on the side of the people in the fight against oppressive prices?

The President was deeply impressed. In the middle of the conference there came a message which deepened the impression. The railway shopmen had struck. Three hundred had quit in Washington, 700 in Alexandria, 1500 at Norfolk. The figures rose as reports came in from the north and west. Fifty thousand were out by nightfall, and twice as many by noon the next day.

Mr. Wilson sent in haste for Attorney-General Palmer, Director-General Hines, of the Railroads, and other experts on food, wages and justice. He ordered them to begin immediately a probe into profiteering. He sent a private word to the Capitol, which stopped the decamping lawmakers in their tracks. Even in August the legislators must stay in Washington—or the railroaders might leave their engine cabs and brake handles. Mr. Wilson canceled his tour of the Nation in behalf of the treaty and league.

Thus the Big Friday at Washington came to an end. But Saturday proved still bigger. The Plumb Plan for disposing of the railroads was offered in Congress by Representative Sims. Had the dome dropped in the reactionaries would not have been more scared. No need to describe this plan to readers of a labor paper. "Without a word of warning!" exclaimed the big dailies—which means nothing, except that the editors of those big dailies had refused for weeks past to print the details of the plan which the railroad men have been sending out from their headquarters here. They imagined they could kill the truth by ignoring it and keeping it from their readers.

A week has passed at the time this is written, yet not one prominent man in Congress has come out in opposition to Labor's plan, and told why he opposes it. The head of one of the big news agencies told me yesterday that his entire Washington staff had spent the day trying to get some big man in either party to stand up in public and tell why he is against the Sims bill. No one should be deceived by this blushing evasion of the limelight. Unless a miracle has happened over night, a good majority in Congress is opposed to the Plumb Plan. But that majority will swing partners quickly enough if it suspects that the Plumb Plan will appear to the general public as the best one in sight. If they could have kept the Plumb Plan out of the big newspapers the public would never have had a chance to judge for itself, and Congressmen might have scratched the backs of their big constituents by enacting a Treasury guaranty of dividends to the private security holders.

And right there we come to the crux of the whole crisis. The private security holders have their own bill written. It provides that the roads shall be restored to complete private ownership and management, after which the Interstate Commerce Commission shall be obliged to grant freight and passenger rates sufficient at all times to insure 6 per cent. profit to stockholders. This is the bill that is backed by the United States Chamber of Commerce, whose membership has just voted in a referendum against Governmnet ownership of the lines.

Many foolish opponents of the Plumb Plan have been preparing to fight it with the argument that labor wanted a scheme whereby its own wages would be guaranteed and the Treasury would have to pay all deficits resulting from inefficient management by the workers. The education of these foolish opponents will be improved when they find that the private owners of the lines will not take the roads back unless they also have a guaranteed profit, no matter how much they may neglect the management.

As between the plan of labor and the plan of private capital, the taxpayer has every reason to side with labor, when he learns the facts. Under private management the public will have no say nor direct information about methods of operation. Like the Merchant of Venice, the stockholders will demand their 6 per cent., flaunt the law in the face of the public and the Interstate Commerce Commission and cry: "It is written in the bond; we stand on the bond."

Under labor's plan the big fixed charge against the lines will be only 4 per cent., since the roads will be bought with Government bonds floated at that rate. Then the public will have five of the fifteen general directors of the lines. Through them it will know of, and can protest in time against, bad management, even if we assume that the five technical directors and the five labor directors were disposed to conspire against the Nation, which is ridiculous. To these things must be added the benefit of reduced rates as often as the earnings warrant a reduction.

Your correspondent knows that the chief lobbyist for the railroads reported to his clients that Glenn E. Plumb made a fine impression on the Congressional Committee last week. But that is for private knowledge. In public Plumb will still be held up as a theorist and demagogue. But Plumb is not through with the Committee yet. Let us wait until he submits his detailed proof that the roads are hopelessly bankrupt under private ownership, and that Wall Street is planning an enormous further robbery of the Nation if the lines are returned to private hands.

Fear is widely expressed that if the workers have their way with the railroads then we will move rapidly toward the nationalization of all the so-called public utilities. That contention is in the nature of a red herring at this juncture. The Plumb Plan will not be adopted unless the complete and final failure of private operation is proved twice over to Congress, as Plumb thinks he can prove during the next six months. And when Congress believes this unpleasant thing it will be after a majority of the people see it. Further nationalization will come or be rejected on the same test; it will not be an unnecessary experiment, but a last alternative. If there is no need for more nationalization it won't come.

Meanwhile it is thought the striking shop repairmen will obey their leaders and return to work pending a decision by Director Hines on their wage demand. It must be remembered, however, that the repairmen have already waited six months for that decision, and are not in a mood to stand for much further delay. Also, their strike was having a deadly effect on the opposition, which always increases the disposition to stay out.

Washington is much interested in the Chicago stock yard workers, 35,000 of whom have struck to enforce a demand that state militia and deputy sheriffs be removed from the environs of the plant. The charge that prejudice between white and negro workers is responsible for the trouble there is explained by officers of the stock yards labor council, who contend that no feeling prevails against any negroes save those who refuse to join the union. In evidence of this they state there are about 12,000 negroes working for the packers, 2,000 of whom have joined the general strike against the other 9,000 and the presence of militiamen and sheriffs.

At this writing the Brooklyn transit strike is still 100 per cent. successful, hardly a car moving there. While Mayor Hylan has ordered the receiver for the road to deal with the union, there is some

chance that a settlement may be postponed until the walkout spreads to Manhattan and becomes general in the metropolis.

The Amsterdam Conference of the International Federation of Trade Unions is now over, with only incomplete reports of its work having reached America. As reported in the New York Tribune, however, "the Convention demonstrated clearly the difference between the European and the American viewpoints. Where nearly all the Europeans are Socialists and Internationalists, the Americans are opposed to Socialism, and came in constant conflict with the others. Except during the election of officers, the Americans were in the minority on every division."

Appleton, an Englishman, was elected President of the International Federation, being supported by the American delegates. The principal discussion appears to have centered about the relative merits of the program adopted by the Berne Conference and that adopted by the Labor Commission of the Paris Peace Conference. The Amsterdam Conference seems to have approved the Berne program in full, and the Paris program only in part. The question then arose as to whether the one or the other should guide the delegates to the October conference in Washington. Again the Berne program seems to have been endorsed, although President Gompers declared that the Americans would not be bound by that decision.

A still more important resolution is one which would bind all the labor groups represented not to go to Washington in October unless all bars against delegates from the former Central Empires and Russia shall be removed. Here again Mr. Gompers protested, and the bulk of the European labor unions may not attend the Washington conference unless the program is largely modified. The Americans are believed to have concurred in the demand that the blockade against Soviet Russia be lifted.

LOSSES WOULD FEED ARMY.

The meat ration for an American army of 3,000,000 men could be furnished from the animals lost through exposure in a single year, exposure meaning starvation in most cases.

These figures are taken from the government reports of the last recorded year, 1917-18. Most of this wastage is preventable and the American Red Star Animal Relief branch of the Women's Pennsylvania Society for the Prevention of Cruelty to Animals, which has just celebrated its fiftieth anniversary, will, during the coming year, stress its efforts in this direction.

In such states as Maine, where almost all stock is farm fed, only two in 1000 of the cattle are lost through exposure, though it is as cold as Colorado, where the loss is twenty-seven in each thousand, because so many cattle are on the open range throughout the year. In Montana the loss runs as high as thirty-four, while for sheep the figures reach fifty-eight in Wyoming.—Philadelphia Ledger.

The community which leases its lawbreakers has no logical claim to respect for its laws, and in fact receives very little of that.

PEACEFUL REVOLUTION.

The city workers are not the only pioneers of social progress. The farmers are not only falling into line but in some states are blazing the way. The program of the organized farmers of North Dakota—the Non-partizan League—has severely shocked the banking and other corporation interests that had relied upon the supposedly conservative farmer to defer indefinitely—if not to absolutely defeat—the progressive legislation proposed by trade unions, socialists and other radical reformers.

The much-mortgaged farmers of North Dakota did not rest when they had adopted a program; they took the action necessary to put it into effect. A year ago the Non-partizan League obtained control of the lower branch of the legislature and elected the governor; at the last election it gained control of the upper house and of the State supreme court. The farmer legislature enacted laws providing for the establishment and operation of a State bank through which funds will be provided to build and operate terminal grain elevators and flour mills and to engage in other industries. These enterprises will be under the control of an industrial commission. The State will also establish an association through which its people will be enabled to build and own their own homes. Under another law any city or county may engage in any industry or business except the manufacture of intoxicants. The legislature also enacted laws prescribing a minimum wage for women, restricting the weekly hours of labor for women to 44, laws to govern taxation and the granting of franchises, a mining law and an up-to-date workman's compensation law with state insurance of employers' risks and liberal compensation.

This peaceful revolution in industry, banking and politics is bitterly resented by the press of the big cities and other reactionary forces. The fact that the measures enacted are approved by two-thirds of the people has not deterred the moneyed interests from attempting to prevent their being put into operation. The Supreme Court of the United States has been asked to pass upon their constitutional validity. It would seem to be a foregone conclusion that the court will respect the wishes of the people of North Dakota and sustain the action of their representatives in the legislature. Should some technical flaw be found and the laws be declared unconstitutional a wave of radical sentiment will be created that may result in changes compared with which those proposed by the farmers of the Northwest will seem conservative.—The Painter & Decorator.

"Mother," said George, as he presented his office chum, who had come to spend Saturday afternoon with him, "this is my friend Mr. Specknoodle." Now it happened that the lady who is the heroine of this veracious history was rather deaf. "I'm sorry," she said, with her hand to her ear, "but I didn't quite catch the name." "My friend Mr. Specknoodle!" shouted George. "I'm sorry," said his mother, "but I can't hear it distinctly." "Specknoodle!" George fairly bellowed. "I'm afraid it's no use," said the old lady, as she sadly shook her head. "It sounds just like 'Specknoodle' to me." Then George said something else, and her hardness of hearing came in useful.

FREE SAFE DEPOSIT SERVICE.

A great many banks, trust companies, and safe deposit concerns throughout America have joined in a movement to offer the public free safekeeping for the Liberty Bonds and War Savings Stamps of small holders, and some of them are actually advertising this offer extensively for the protection of people who have no safe deposit facilities of their own.

For years safe deposit facilities have usually been greater than the demand, and bankers with vaults and small boxes to rent have wondered how they could interest the public. Before the Liberty Loan flotations hardly one person in ten had ever heard of safe deposit facilities or knew that for from $3 to $5 a year it was possible to rent a box large enough to keep valuable papers and jewelry in a vault not only fireproof but secure against every emergency.

Since 20,000,000 Americans have become Government bond holders and purchased fully a billion and a quarter dollars' worth of War Savings Stamps and Certificates, public interest in the safe-keeping of securities has grown. Bankers now uniformly report that demand outruns the supply of safe deposit boxes, especially the small ones suited to modest investors. It is by way of providing safe-keeping for these investors that the banking institutions have come together, and agreed to render this free service with a view of popularizing safe deposit facilities.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

of income and other taxes to the Government.

The device is known as a "bearer warrant," and is a receipt for a stock certificate. The certificate itself runs to the treasurer of the corporation and he issues a receipt, or warrant, for it. The warrant runs to "bearer" and the dividends can be collected and the stock actually voted without even the officers of the corporation knowing who the stockholder is.

The system was discovered by the commission in its search for the true ownership of certain Chicago stock yards interests and it prevented the commission from fully determining the identity of the real stockholders.

The Chicago yards, yard railways and adjacent real estate development are operated by companies whose stock is owned by the Chicago Junction Railways and the Union Stock Yards Company of New Jersey, which in turn is controlled by the Chicago Stock Yards Company of Maine. "Bearer warrants" for 19.4 per cent. of the Maine company stock have been identified as belonging to J. Ogden Armour, president of Armour & Co., one of the "big five" meat packers.

The commission found that Armour exchanged $194,000 in cash for $1,552,000 of stock in the Maine company. Up to the year 1917 he has drawn in dividends $152,950 more than his investment.

America's First Need Is Well Fed Families

America's first need is well-fed families, is a summary of the North American's editorial on malnutrition in this country.

"The truth is," says this paper, "that this nation to-day faces, in malnutrition, a more dangerous foe than any armed force the world could muster. This truth showed its ugly head when one-third of the men called in the drafts were rejected for physical defects due chiefly to nutritional lacks in childhood. Now its equally ugly body is being bared to public gaze by a Government which is waking up to the menace of malnutrition.

"The draft revelations led to further investigation. It seemed strange that so large a percentage of our young men should be physically unfit at a time of life when they ought to be fittest. In the early twenties one is less than ten years beyond childhood. And childhood—in theory, at least—is the health-building time of life. Yet American childhood is not that in anything like the measure it should be.

"In fact, 5,000,000 of our boys and girls to-day are suffering from malnourishment.

"We have some 25,000,000 children, so this means that one in every five is being handicapped at the source of strength and usefulness by wrong nourishment—too little food, too much food, or lack of right food.

"How did we come to find this out? Well, last year was children's year—planned and carried out by the children's bureau of the Federal Department of Labor—and in every part of the country the health and surroundings of children were given careful attention by a host of volunteer investigators, who reported to Washington.

"When these reports were gone over it was seen that malnutrition was working more harm among young Americans than anything else.

"Years ago a notorious Hun said that what you want to put into a nation you first must put into its schools. That may do for ideals. But for power of mind to appreciate ideals and power of body to apply them practically it is better to say that what you would put into a nation you first must put into the stomachs of the children."

Nationalized Roads Is Before Congress.

Congressman Sims of Tennessee, former chairman of the House Interstate and Foreign Commerce Committee, has introduced a bill which embodies the railroad employes' plan to nationalize the railroads.

The bill provides for operation of the roads by a commission of fifteen, to be chosen as follows: Five appointed by the President, five by operating officials and five by the employes. Wages will be set by a subordinate board. The Interstate Commerce Commission will retain its present rate-making powers.

One of the fixed charges of the roads under this system will be a sinking fund, the money to be eventually used to retire bonds now privately held, the roads thereby becoming the property of the people.

After all charges are met, profits will be divided on a 50-50 per cent. basis between the Government and the operators. The Government's 50 per cent. will be used in extensions, improvements or other developments and the operators' 50 per cent. will be divided pro rata among them on the basis of wages or salaries received.

The plan provides that the only basis of valuating the railroads is to ascertain the amount of money each corporation put into the actual service of the public. The amount will represent the property interest which the corporation has been granted in the public highways to which it holds title. This feature of the plan will be attacked most vigorously by private interests as its success would squeeze untold millions of dollars of watered stock from these properties, and on which the public is forced to pay interest.

Millionaires Pitied.

The New York Times pities the millionaire because of increased taxes, which the editor infers is not passed on to the public.

"Profiteers," says the Times, "should be called to account, but if the workers use the increases they have received in unaccustomed and unnecessary indulgences their case is weakened. Everybody is feeling the pinch and sharing the blame for it, who is not reducing the cost of living as far as possible by individual action.

"The millionaires are doing so more than the workers. In every industry, in every land, there is clear proof that the wage earners are living more lavishly and the rich more frugally. The taxes have compelled the rich to do this.

"In addition to the enacted taxes the lavish spending of those overpaid beyond their experience lays a supertax upon the cost of living of everybody."

MUZZLING UNION SPEAKERS.

(Continued from Page 7.)

them asked for a drink. At the same moment, an officer of the Clairton police force stuck his head in the door. "Come out of there," he thundered. The friend explained that he was only giving one of the men a drink. "They are always wanting something. Let them alone," he commanded.

All the organizers were kept in the unspeakable jail till night, unable to communicate with either friends or their attorney, bail refused, and would undoubtedly have had to spend the night there had it not been for the activities of some labor men from Pittsburgh who happened along just as the so-called arrests were being made. They raced around town, located the Burgess and forced him to fix the bail, furnished it, and just before dark the men were released.

Thus, these men were in jail for hours without a charge being placed against them. Their money refused for bail, they were made sport of by the small boys of the town, humiliated and sneered at by the hired gunmen of the Carnegie Steel Co.

All this happened in a State where men took their lives in their hands when they signed a declaration setting forth the fundamental principles for the establishment of a free government, and just following the world's greatest war, during which millions of lives were sacrificed in the cause of liberty and democracy.

But the same spirit that impelled men to fight for freedom in other times is not dead now. Mother Jones, gray-haired, stooped and bent under the load of her eighty-nine years of fighting for labor, but with a soul on fire and the flash of her eyes undimmed, hearing of the outrages in North Clairton, sent a wire demanding that she be billed for a speech in that place on Sunday, August 10. Her offer has been accepted. Thousands of mine workers, in grateful remembrance of the many sacrifices Mother Jones has made for them, insist that they too are going to be in North Clairton and if she is going to be dragged to jail by the brutal Carnegie Steel Co. police with the sanction of the municipal authorities they want to be eye-witnesses to the depths to which corporate hirelings can sink.

The spirit of liberty still lives! The American Federation of Labor proposes to plant its banner in every steel center in Western Pennsylvania. Other national figures in the labor movement will follow Mother Jones. Wires are pouring into the office of the National Committee for Organizing Iron and Steel Workers announcing the names of the men who wish to enlist "for the duration of the war."

North Clairton and other autocratic boroughs will have to back up. Democracy is on the ascendency. Justice for labor is the cry that is encircling the world and wise men will heed this cry.

CIRCULATION OF GOLD.

Gold never again will be seen in circulation, according to John E. Gardin, chairman of the board of the International Banking Corporation of New York and at one time vice-president of the National City Bank, in charge of that institution's foreign department. Hoarding has been the principal evil that the world has had to contend with, and this has not been confined to Oriental races exclusively, Mr. Gardin said. The chief offenders, though, are India and Egypt. It is claimed that in the last eighty years more than $1,500,000,000 worth of gold has disappeared in India alone. This gold will never again see the light of day and can be considered a total loss to the world as far as its economic value is concerned. A further and serious loss is to be found in the use of gold in the arts and industries. Prior to the outbreak of the world war the estimated value of gold consumed in this way was $100,000,000 to $125,000,000, and with the plethora of money caused by the war these figures must have been largely increased. In the United States alone in 1916 $51,000,000 was used. This perverted use of the yellow metal will have to be greatly restricted, if not altogether prohibited for a period at least, if the efforts to re-establish the equilibrium of gold holdings to note issues is expected to be successful.

INQUISITION IN INDIA.

This is the twentieth century. Yet the Spanish Inquisition is being repeated in India. In 1917, a Commission, known as the Rowlatt Commission, was appointed to investigate the revolutionary movement in India. It was headed by Judge Rowlatt, from London; working with him were a number of Englishmen and one British-appointed Indian. The findings of this body of men disclosed the existence of a well-organized revolutionary movement which threatened the existence of British rule in India and held the possibility of the establishment of an Independent India. These findings culminated in the presentation and enactment into law of two Bills, known as the Rowlatt Bills. These measures, nailed upon India at the present time, should be made known to the American people. According to their provisions,

1. Any Indian is subject to sudden arrest without warrant, upon suspicion, and detention without trial for an unlimited duration of time.

2. The burden of proof rests upon the accused.

3. The accused is kept ignorant of the names of his accusers and of witnesses against him. The accused is not confronted with his accusers or with witnesses against him, and is entitled only to a written account of the offenses attributed to him.

4. The accused is deprived of the help of a lawyer, and no witnesses are allowed in his defense.

5. The accused is given a secret trial, before a Commission of three High Court Judges, who may sit any place they deem fit,—in a cellar if they choose. The method of their procedure or their findings may not be made public.

6. Trial by jury is denied. The right of appeal is denied. "No order under this Act shall be called into question in any court, and no suit or prosecution or other legal proceeding shall be against any person for anything which is in good faith done or intended to be done under this Act."

7. The accused may be convicted of an offense with which he is not charged.

8. The prosecution "shall not be bound to observe the rules of the law of evidence." Prosecution may accept evidence of absent witnesses. (The witnesses may be dead or may never have existed.)

9. The authorities are given power to use "any and every means" in carrying out the law and in obtaining confessions. In other words, torture.

10. Any person *possessing* "seditious" documents, pictures or words, intending that the same shall be published or circulated, is liable to arrest and imprisonment. "Sedition" has been legally held to mean disaffection, the absence of affection for the British Government.

11. Men who have served prison terms for political offenses may be restricted to certain specific areas, must report regularly to the police, cannot change address without notification of authorities, and must give securities for good behavior. They can never thereafter attend public meetings or write on or discuss publicly any subject of public interest, either educational, religious or political.

12. Any person (even the family) voluntarily associating with an ex-political prisoner may be arrested and imprisoned.

13. Search without warrant of any suspected place or home.

This is a brief and incomplete summary, taken from the Modern Review, of Calcutta, of the provisions which have been enacted into law by the British Indian Government, even over the protest of the most orthodox and conservative Indians. Aside from these Bills, there are the infamous Secret Acts, the Newspaper (incitement to offenses) Acts, the Criminal Law Amendment Act, the Seditious Meetings Act, the Indian Press Acts, the Conspiracy and Deportation Regulations of 1818, 1819 and 1827, and the all-sweeping martial law measure, the Defense of Indian Act, under which unnumbered Indian patriots have been hanged or shot to death during the past five years.

SHIPWRECKS.

The medieval theory concerning the treatment of shipwrecked refugees seems a curious one to the modern viewpoint. Formerly everything in a wreck belonged to the lord of the manor on which the wreck occurred or to the crown, as the case might be. Shipwrecked individuals of importance were often held for ransom, as happened, it will be remembered, to Harold in his famous visit to William of Normandy. The ransom William paid to rescue Harold from the penalty of shipwreck later gave the grim Norman his excuse for extorting an oath of fealty from Harold. And thus William obtained his claim to the English throne, a claim which he made good at the Battle of Hastings.

It was not until the time of Richard I, in the second year of his reign (1190), that this barbarous idea that a shipwrecked person was an outlaw of heaven was abandoned. In the first volume of Brequigny's "Lettres de Rois" will be found a Latin decree of Richard's which Halliwell has translated as follows: "Richard, by the grace of God, King of England, Duke of Normandy, of Guienne, and Anjou, to his archbishops, bishops, abbots, counts, barons, justiciaries, sheriffs, and all bailiffs, and faithful subjects, to whom this present letter may come: greeting. Know ye, that we have proclaimed that the wreck of shattered ships be quiet and unmolested through all our land, both on this side of the sea and beyond it, henceforth for ever, for the love of God, and the health of our own soul, and of the soul of our father and of our predecessors, as follows: Willing and positively commanding that, if any vessel shall have been wrecked in any part of our territory, and anyone, whoever he be, have escaped from thence, he have all his goods and property freely and quietly which shall come to land, and which he shall be able to show to be his in right and reason. . . . Moreover, that this grant of ours may continue sure, firm, and valid forever, we confirm the same by the sanction of our seal."

The dogmas of the quiet past are inadequate to the story present. The occasion is piled high with difficulty, and we must rise with the occasion. As our case is new, so must we think anew and act anew.—Abraham Lincoln.

Demand the union label.

International Seamen's Union of America

(Continued from Page 5.)

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Labor News

William Short, president of the Washington State Federation of Labor, has issued a statement urging all union men to cast their ballots in the negative in a referendum vote to be taken soon on a proposal that "One Big Union" be formed in Washington.

The Granite Cutters' Journal prints this conversation on the muchly-discussed efficiency question: "Boss—Better consider my course in efficiency training. I can show you how to earn more money than you are getting." "Hired Man—I do that now."

A one-big-union resolution was rejected by the annual convention of the Minnesota State Federation of Labor. It was presented by the Minneapolis Milk Wagon Drivers' Union and declared that "there is no possibility of further improvement in craft unionism." In view of the gains that are continually made by milk wagon drivers, the delegates couldn't see the joke.

The Reading Iron Company has signed its first wage agreement with the Amalgamated Association of Iron, Steel and Tin Workers, and this strike is at an end. Heretofore agreements with this concern have been oral. The new rate is $10.75 a ton for puddlers. About 10,000 puddlers are affected as all mills east of the Allegheny mountains based their wage scales on rates paid by the Reading company. Thousands of eastern puddlers have been idle because of this dispute.

Half a million metal trades workers will join in a demand to the President and Congress this month for a reduction in the cost of living, according to Jas. O'Connell, chairman of the metal trades department of the American Federation of Labor. The demand will be formulated August 15, when the executive committee of the department meets in Washington. "We have been granted wage increases but they have gained us nothing. We are going to put it up to the Government to find the way out," said O'Connell.

The Superior Court of Quebec, Canada, has awarded compensation benefits to an injured employe of the Canadian Pacific Railway Company, although the court held that the employe was imprudent in attempting to cross a railroad track in front of an engine. The company claimed that the accident was due entirely to the employe's fault and would not have occurred had he exercised ordinary reasonable care. To this the court agreed, but it ruled that the fact of his employment gave him the right to make a claim under the Workmen's Compensation Act.

Iron Molders employed by the Bass Foundry and Machine Company have been forced on the street because the company refused to apply a wage award made last May by the National War Labor Board. The company says the war is over and production must be increased. This concern is one of Fort Wayne's leading low wage plants and it is charged with being most open in its appeal to racial prejudices of its employees, by this means keeping them apart. The Fort Wayne Worker declares the company is "a typical slave driving concern of the worst type," with the work day ranging from 12 to 14 hours.

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Aase, Olaf
Abrahamsson, Helftan
Abolin, K.
Abrahamson, John
Anderson John (6)
Adams, A. D.
Anderson Adolf (4)
Anderson Harry (2)
Anderson, Chris
Anderson, John -1809
Andresen, Jorgen
Anderson, Albert
H. (2)
Anderson, Charles
Andersson W. (2)
Anderson Rasmus
Bang, Oskar
Backlund, K.
Backman, Axel
Backstrom, F.
Belmont, Joe
Berg, Wm.
Beversdorf, E.
Bertleson, Bertle J.
Bergkvest, Axel
Berentsen, A. M.
Berkland, Hans J.
Bibbs, Golden S.
Bjorseth, K.
Campbell, John
Camino, C. C.
Carlson, Herbert
Carlson, Gust.
Carlin, Carl A.
Cartveit, C. C.
Carlson, Gus.
Carlson, Oscar -454
Carlson, John -1586
Carlson, Ingwald
Dahl, Ole
Davies, Chester O.
Davies, E. R.
Delaney, John
Dehler, J.
Dekker, D.
Enoksen, A.
Eliassen, H. O.
Elstad, John
Ellis, Carl
Ellis, J.
Elling, Alfred
Forevaag, C.
Fair, Phalti
Fendge J. A.
Ferguson, Robt.
Felsch, C.
Flatten, James G.
Flemming, M.
Gabrielsen, P.
Gamber, J. J.
Gerson, Chas.
Gibler, Karl
Hanson, Olaf
Hanson, Andrew
Hansen, John P.
Hanson, Josef
Hanson, Peter
Hanson, G. E.
Hanson, John
Halley, Wm.
Halseth, Ed.
Ingebretsen, Olaf
Iverson, Andrew
Jacobson, Johan
Janson, E. A.
Jansen, Emil
Jensen, Nils
Jensen, Henry
Jensen, Hans
Johnson, A. W.
Johansen, Ed.
Johnsen, Jacob
Johansen, J.
Johnson, Peter M.
Johansen, Karl -2127
Karlstrand, G.
Kasti, H.
Karlson, K.
Karlsen, O.
Korsama, N. J.
Kallio, F.
Karlsen, E.
Kempson, M.
Larsen, Hjalmer
Larsen, Segurd
Larsen, G.
Lampl, F.
Larsen, Alex
Larsen, C. A.
Larsen, E. G.
Larson, Fred
Lee, C.
Leskenen, F.
Anderson, Sextes
Andersson, Gustav
Andersen Alf. -1628
Anderson, Albert
Andersen, Olaf -2060
Anderson, Herman
Anderson, John N.
Anderson, Julius
Andewig, H.
Antonsen, Martin (2)
Akerstrom, O. R.
Antonsen, Anton G.
Alquist, Cris
Alexis, H.
Aspengreen, E.
Bjorkstrom, A.
Bloomgren, Adolf
Bodie, Wm.
Boyle, James E.
Bolstad, Alf.
Borgan, Arne
Brown, Calvin H.
Bratson, Jos.
Bruce, Albert
Brun, Dick
Burgiss, J. W.
Bund, Nils
Burggraf, Albert
Carlson, C. A.
Carlson, Chas. H.
Carlson, Gunner
Carstensen, Carsten
Casperson, Carl
Carruthers, M.
Clausen, Christ.
Corron, George R.
Cochrane, Robt.
Cortes, P.
Ditmanson, D.
Dreyer, J.
Dunwoody George
Douglas, W.
Dunn, W. G.
Dutton, H.
Elisen, Sam
Evsner, Ingvar
Erikson, Erik
Erikson, Otto
Erickson, K.
Erickson, J. R.
Fox, Andrew
Folks, H.
Fuve, A. M.
Fundge, E. W.
Franson, O.
Fredrecksen, F.
Groth, Karl
Grunbock, John
Gusjoos, O.
Gustafsson, O.
Hasselborg, Gus.
Henrickson, E.
Hendreckson, H.
Holk, Geo.
Holmquist, Einor
Holland, J.
Hill, F.
Hilliard, C. R.
Hunter, G. H.
Isakson, Karl
Iverson, Ole
Johnson, E.
Johnson, Peter -2313
Johnsen, A.
Johanson, Jakob
Johnson, G.
Johnstone, Walter
Johansen, Karl
Johnsen, John
Johnsen, Adler -2565
Johanssen, Erik
Johnson, P.
Kines, J. H.
Knudson, A. J.
Koppen, O.
Kother, H.
Koppen, B.
Kristiansen, J. A.
Karlsson, E.
Kutin, John
Leeuwen, A. V.
Lui, T.
Leervaeg, H. J.
Lidston, C.
Lorgeman, F.
Lund, Wm.
Luetter, T.
Lundberg, E.
Lundgren, C.
Ludersson, W. -1240
Mortensen, K. A.
Matheesen, Segurd
Mortensen, H.
Martindale, John
Mardinsen, C.
Malmqvist, C.
Manus, Johannus
Monclson, A.
Malone, B.
Mercer, H.
Meckelson, J.
Melby, V.
Mebben, Harry
Melder, Albert
Meskelsson, Erik
Mikkelsen, K. -1620
Nelson, Emil
Nelson, Carl
Nelson, A. C.
Nelson, A. W.
Nelson, John
Nelson, Robert
Olsen, Chris -1379
Olsen, Nic
Olsen, Albert
Olson, Adolph
Olsen, Ferdinand
Olnes, Laurits
Olsen, Arne
Olsen, Robert
Pakki, Emil
Paaso, A.
Paterson, P.
Paklesen, K.
Permin, Jens C.
Pederson, E. P.
Petterson, Adolf
Pederson, Carl
Pestoff, S.
Peterson, Karl E.
Rasmussen, Christ
Rantenen, H.
Reenhold, Gustov
Robenson, W. N.
Rosenberg, Adolf
Sandberg, Otto
Sandel, F. S.
Sather, H.
Sassi, W.
Schmidt, W.
Schuur, H.
Seppala, Emil
Seyfried, M.
Stoberg, J.
Simmons, John
Smith, Emil
Sodwick, Ben
Sorenson, H.
Solberg, Olaf
Taiee, John J.
Tapper, A. E.
Tessabia, B.
Thorsen, Herman
Thanmeson, Ole
Thorsen, Hans
Thorsen, Victor
Uhlnes, F.
Vosgood, Jens
Ward, D.
Waggoner, Sam
Walters, Al
Waltors, Ted
Watt, John B.
Weld, L. A.
West, J. N.
Winter, Theodore
Miller, Frank
Miller, A. M.
Morrison, J. D.
Morken, M. L.
Moore, J.
Morrison, Wm.
Morgan, Wm.
Moor, Thos.
Moen, Robt.
MacKay, James
McGuire, T.
McKenzie, D. J.
McGuire, J.
MacKay, Thos.
McGregor, J.
McCoy, James
Neilsen, Axel
Noren, B.
Nord, C. W.
Nilsen, Andreas
Nilsen, Hans L.
Ninnen, August
Olsen, Hans
Olsson, C.
Olsen, Carl
Olson, John
Otterspear, Wm.
Overland, Oskar
O'Keefe, T. F.
Pearson, Gustov
Pederson, John
Pettersen, Bjorne
Pelta, Henry
Peterson, Ole
Plantiko, W.
Powell, H.
Porter, A.
Punis, A.
Rosenthal, W.
Rohman, G.
Rosenblad, Albin
Rund, Nils
Sorenson, Tom
Sorger, E.
Strand, Alfred
Stentz, P.
Steffensen, S.
St. Clair, Thomas
Stratton, M.
Suominen, F.
Sundby, Alfred
Sverdrup, Thorwald
Svendson, John A.
Swanson, Wm.
Syversen, Oskar
Thorn, Arvid
Tonneson, Anton
Tonquist, Henry
Troverson, Louis
Tyrrell, J.
Tuorilla, J.
Voldby, P.
Wilson, Gus
Wilson, C.
Withberg, Alf
Williams, Lloyd
Wilhelmsen, Martin
Wirta, Geo.
Wullum, J.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Barrot, G.
Bengtson, S.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Carlson, Osc.
Dean, J.
Dischler, P.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
Jansson, Stefan
Jansson, John
Jansson, J. A.
Jensen, Joe
Johanssen, John F.
Johanson, Stefan
Johannessen, Alf.
Johannessen, Jonas
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Malkoff, Peter
Malmberg, E.
Martinson, Adolph
Meiners, Herman
Miller, F. W.
Miller, Walter
Murk, Chas.
Newman, I.
Nystrom, R.
Olesen, W.
Olson, A.
Olson, W.
Olsen, Alf
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Risenius, Sven
Ritter, P. J.
Rosenblad, Otto
Smyth, J. B.
Strickland, Uno
Stalt, Axel
Stenroos, Frank
Stenroos, A. W.
Svenson, E.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

Ingwald Johnson and Charles Moller, members of the crew of the S. S "Chehalis," on January 29, 1919, when Otto Peterson was injured, kindly report to the Secretary, Sailors' Union of the Pacific, San Francisco, Cal.

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Amundsen, Ben	Larsen, Hans
Anderson, Albert	Larson, C. -1632
Anderson, C.	Learch, Paul
Ahren, Wm. J.	Leskinen, F.
Backman, Peter W.	Matson, Hemming A
Bieler, B.	Matson, H. -1808
Bohm, Franz	Melgant, F.
Boyle, H.	Michaels, R.
Christensen, E. H.	Miller, Victor
Christensen, H. P.	Miller, Harry
Cunningham, G. F.	Mikkelsen, Harry
Dahl, Louis	Murphy, Francis Leo
De Long, K.	Newkirk, Clifford
Duret, J. E.	Nordman, Alek
Ellegaard, M.	Nielsen, Jens
Elliot, Austin A.	Nilsen, Chas.
Erickson, John E.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Geiger, Joe	Ohlson, J. A.
Graaf, John D	Olson, John
Hanson, August -1134	Olson, Chas.
	Paulsson, Herman
Harding, Ellis	Petersen. Anton
Hartman, Fritz	-1675
Hauschild, B.	Petesen, Knut
Heino, Gust.	Petter, G.
Hellman, H. W.	Rensmand, Robert
Henriksen, Geo.	Ross, Geo.
Herman, David	Ruisgaard, Soren
Hickey, E. J.	Ruud, Ole H.
Hogstrom, Karl I.	Rytko, Otto
Holmes, George	Samuelsen, S
Huber, C. L.	Schmeltning, Max M.
Johansson, Charles -2407	Schroder, August
	Schultz, F. E.
Jorgenson, Earl	Sibley, Milton
Jensen, H. T.	Siebert, Gust
Johnson, C. A.	Steenson, Edward
Jordan, H. S.	Swenson, C. E
Kase, A.	Thoresen, Ingwald
Knofsky, E. W.	Tuhkanen, Johan J
Kristiansen, Wm. A.	Wold, Frank
Laatzen, Hugo	Wood, E. E.
Larsen, C. J.	

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W.
Houge, Anion	-1054
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
	Sevpried, M. -2962
Kennedy, James Rea	Swansen, Carl
Magail, Michael	

San Pedro Letter List

Aagard, Anfin	Larsen, Martin
Aalto, Harry	Lato, Ely
Altman, E.	Lagerwold, M.
Anderson, Gust	Lechemus, Bill
Annes, Robert	Lindholm, Chas.
Ako, Jack	Lindstrom, J. A.
Anderson, Sven	Linden, Chas.
Anderson, Frank	Middling, J. M.
Amundsen, Pete	Malmberg, Ellis
Andree, E. A.	Mamers, Chas.
Baggs, H. L.	Martinsen, George
Billington, J. A.	Magnusen, Karl
Bergh, B.	Monterro, John
Berglund, E. J.	Nelson, Harry
Bernsson, Berger	Ole, Olesen
Brown, Parry	Olsen, O. W.
Brandes, W. M.	Olsen, Martin
Bruce, Albert	Olsen, Nick
Breien, Hans	Osterhaff, Henry
Cavier, Peter	Petz, Fritz
Corregsona, Vincent	Petersen, Hugo
Craig, Thomas	Peters, Joseph
Davis, Orville	Raaum, Henry
De Nord, J.	Ragmund, Frank
Eklund, Waino	Ravtke, Otto
Evensen, Ed.	Roed, H.
Exlesan, Herman	Roed, L. A.
Falvig, John	Rosenblad, Billy
Forsman, Nils	Rosenthal, Walter
Fraser, Alexander	Samson, Louis

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

The army of fighters has achieved its purpose.
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"Carry on" to a lasting peace under the banner of W. S. S.!

Fickle, Omer	Scurankesken, Merinius
Granthal, Arthur	Skogberg, J.
Graners, Gust	Smeborg, Olaf B.
Gunnerud Torvald	Smith, Emil
Grundwald, Alvis	Stolzerman, E.
Grassen, Yan	Stratten, M.
Greenwald, John E.	Sanders, Chas.
Hansen, Olaf	Swanson, Ben
Halmstrom, F.	Sheild, Oscar
Haeik, A.	Thompson, Alex.
Hagberg, Aksel J.	Thompson, Maurice
Holm, Nils W.	Thorntund, J. N.
Hyon, L.	Tiller, Edw.
Johannsen, Fred	Thoren, E. A.
Johannson, N. A.	Toivonen, F.
Johanson, John	Tysk, J. H.
Johanson, Fritz	Vizcarra, Oscar
Johanson, J. A.	Wrigg, F.
Johansen, Carl	Wilhalmson, Karl
Jones, Erest L.	Wahi, J.
Johnson, J. E.	Wiklund, T. J.
Johnson, George	Wichman, Carl H.
Jonasen, J.	Yeaman, W. E.
Jensen, Jens	Zunderer, Heo
Larsen, Johan -1542	

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This year there will be stirring times in the Nation. Under government censorship it is increasingly difficult for the average man to get the real meaning of the social and political movements of the day.

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INFORMATION WANTED.

I am representing the Union men who are entitled to salvage and members of the crew of the following vessels. In most cases action has commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. Apply to Union delegate or address this office by letter. "Princeton" vs. "Ardmore," $7500 received. "Gulf of Mexico" vs. Bark "Portugal," $5000. "Gulf Coast" vs. "Boxleaf," settled. "Argonaut" vs. "Jason," funds received. "Iroquois" vs. "Skinner," settled, crews share $12,250. "Brasos" vs. "Iroquois," settled. "Maine" vs. "Theresa Accomme." "Oskawa" vs. "Westgrove." "Buda 2" vs. "Western Star." "St. Charles" vs. "Monte Cenis." "Florence Olsen" vs. "Marina." Florence Olsen" vs. "Claremont." "Alliance" vs. "Belvernon." "Donnelly" vs. "Irish." "Anacortes" vs. "S. O. Barge No. 95." "Fred W. Wellor" vs. "Overbrook." "Neptunas" vs. "Panama." "Quincy" vs. "Transportation." "Herman Frash" vs. "Brilliant." "O'Neil" vs. "Oregon." Bark "Superior." "Pan American" vs. "Santa Rita." "St. Charles" vs. "Tea." Tug "Navigator" vs. "Edgar H. Vance." "Tunica" vs. "Nepponier." "Lake Charles" vs. "Cantiwo."

SILAS BLAKE AXTELL,
1 Broadway, New York City.
8-20-18

Home News

The Georgia Senate, by a vote of 39 to 10, refused to ratify the suffrage amendment to the Federal Constitution.

A rechecking by the War Department of the figures up to June 3, shows the total number of Americans captured by the enemy in France was 4480 of whom 316 were officers.

A bill permitting national banks to lend 25 per cent. of their unimpaired capital and surplus, instead of 10 per cent., as fixed by existing laws, was passed by the House and sent to the Senate.

The minimum age for public land homestead entrants would be reduced from 21 to 18 years, under a bill by Senator Smoot, Republican, Utah, passed by the Senate. The measure is designed principally to aid discharged soldiers and sailors.

Enlistment of negroes for the infantry will be discontinued temporarily under an order issued by the War Department. It was explained that this action was taken only because the authorized enlistment of negroes already has been exceeded.

The Annalist, financial paper, says the Standard Oil Company of New Jersey is preparing for a fight for world oil markets, and hints that Uncle Sam's assistance would be most welcome. It is stated that Dutch interests are strongly entrenched in California, Oklahoma and Mexican oil fields, and are developing South America. Standard Oil and Dutch both had large interests in Rumania but these were destroyed by the English armies to prevent their use by the then successful Germans who were conquering that country.

Evidence that food profiteers have entered into a conspiracy to hoard sugar preparatory to raising prices at least 3 cents a pound was obtained by Deputy Commissioner of New York Markets O'Malley, who said that he has discovered that brokers controlling the sugar market have entered into a hoarding combine while he was investigating dealings in army supplies. The official declared that although the Government recently released 37,000,000 pounds of sugar for public purchase in an effort to relieve the sugar shortage, it is impossible to buy sugar in large quantities at almost any price. He said it was intimated that some of the Government's sugar has fallen into the hands of the profiteers.

The United States bureau of standards warns the public against manufacturers who sell clinical thermometers with a certificate that these thermometers have been tested by the Government. The clinical thermometer is the fundamental measuring instrument of the physician and is used in the sick room. The Government submits the thermometers it buys to rigid tests, but manufacturers themselves test those sold to physicians and the public with a misleading certificate so worded as to give the impression that the instrument has been tested by the bureau of standards. "As such instruments are nearly always of the cheapest and least reliable kind, a great deal of harm is done," says the bureau. Legislation will be sought to curb the manufacturers.

Domestic and Naval

The coming into operation of the British Merchant Shipping (Convention) Act, 1914, giving effect to the International Convention of 1913 for the safety of life at sea, has again been postponed; this time until January 1, 1920.

The Maryland Shipbuilding Company, Baltimore, has been sold to the United States Shipping Board. The yard, which has four berths and is equipped for the construction of wooden ships, will be used as a storage and repair station.

From December 1 to July 7, the War Department redelivered to the United States Shipping Board 2,774,000 tons of shipping. This left in the army service 1,121,000 deadweight tons of troop ships, 71,000 tons of converted cargo ships, and 13,000 tons of refrigerator ships.

The number of keels laid in American shipyards on account of the Emergency Fleet Corporation has reached 2081, of 11,421,111 deadweight tonnage, including 1424 steel ships, of 9,439,061 tons, and 657 wooden ships, of 1,982,050 tons. The deadweight tonnage of all vessels delivered is of 6,068,739 as of July 14, standing for 1096 ships.

Secretary Daniels announced just before leaving for the Pacific Coast that a contract for the construction of battleship No. 54, to be named the "Massachusetts," has been awarded to the Fore River Shipbuilding Corporation, Quincy, Mass. The ship, which was the last of the authorized battleships to be contracted for, will be of 43,200 tons displacement.

The Railroad Administration has decided to continue the present barge service on the Mississippi River, with regular sailings and at freight rates from 4½ to 22½ cents per hundred pounds less than rail rates, according to official announcement by Theodore Brent, traffic manager of the Mississippi-Warrior River section of the administration, in a letter to shippers at New Orleans and other ports of call for the barge service on both streams.

On July 8 at New York, the steamship "St. Paul," 2029 tons gross, 1222 net, built at Chicago in 1897, was sold in damaged condition after fire to the Hudson Navigation Company, New York, for $10,000. The sale having been protested by the interested parties, another auction was to have been held on August 7, but was stopped by an injuncton issued by the United States Circuit Court of Appeals. It is understood that the vessel will again be offered for sale by the United States marshal on September 5.

The Cunard Line has greatly increased its scope since the signing of armistice. The company now controls a vast fleet of ships made possible because control of additional concerns has been taken over. In addition to the Dominion, Donaldson-Anchor lines, the concern now controls the Finch, Edge & Co., the Brocklebank Line, the American Levant Line and several others. A working agreement has been made with the Toyo Kisen Kaisha for passenger business and new branches and agencies have been opened in various parts of the world. The officials now announce the company is represented in every part of the world.

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JUNE 30, 1919.

Assets	$60,509,192.14
Deposits	57,122,180.22
Capital Actually Paid Up	1,000,000.00
Reserve and Contingent Funds	2,387,011.92
Employees' Pension Fund	306,852.44

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Aberg, Einar
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Adamson, Hj.
Adamsson, John
Ahlburg, Max
Ahlfors, Arthur
Aimer, Robert
Akerman, V.
Algren, W.
Alto, H.
Alto, Vaino
Amsler, C. L.
Andersen, F. -1473
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin
Andersen, H. B.
Andersen, N. -1976
Andersen, A. -1819
Anderson, R.
Anderson, Edw.
Anderson, Martin A.
Anderson, Emil J.
Andersson, Chaheles
Andersson, O. L.
Andersson, J. G.-1099
Andersson, C. -2185
Andersson, Arthur
Angelback, Geo.
Ardt, Anton
Aro, Kalle
Ask, E. A.
Augustine, Anth.
Austed, Barney
Austin, Tom
Axelsen, H.

Baak, M.
Baardsen, T.
Backe, K. V.
Balco, Juan
Bang, Anker
Barentse, J.
Barrie, John
Benson, Helge
Benson, S. -986
Bergstrom, I. M.
Berseth, R. J.
Bjorklund, Eric
Blair, Francis
Bleasing, W.
Blomberg, G. G.
Bock, Jimmy
Bosshard, Henry
Brady, B.
Brain, Louis
Brander, William
Brandt, B.
Bratt, W.
Brown, Parry
Browne, Chas. B.
Brunin, E. -2583
Bryning, W.
Bugel, J.
Bunting, A.
Burggraf, A.
Burnsey, C.
Bursett, B.
Bye, K.
Bye, Alf.

Calimo, Pete
Capallo, J.
Carlson, E. R.
Carlson, Julius
Carlson, E. R.
Carlson, Gus
Carlson, Gunnar
Carlson, E. S. -1769
Carlsson, August
Carr, R. W.
Catechis, L.
Christensen, J. P.
Christensen, H. P.
Christensen, Louie
Christensen, H. C.
Christensen, R. H.
Christenson, Einar
Christoffersen, G.
Clark, Chas. R.
Clausen, Louis
Cleaver, Hugo
Cliffe, Louis
Colville, Geo.
Conigan, R. B.
Conrad, P. W.
Correro, T. R.
Corrigan, R.
Cowell, E. W.
Crawford, T. A.

Dahler, H. N.
Dahlstrom, Sven
Danielson, Harry
Darrah, K.
De Hart, J.
Deswert, W.
Devenay, Ed.
Douglas, Sam
Driscoll, John
Drysdale, H.
Dunham, Chas.
Dunkel, E.

Edmonds, John
Einard, J.
Einartsen, Hans
Ellis, Frank L.
Elo, Frank
Engstrom, Ben
Engelbregtsen, C.
Erbe, Lewis
Erickson, John
Erikson, Alf
Erikson, Chas.
Eriksen, Ole
Eriksson, J. Edw.
Erman, E.
Esplund, Fred
Essen, C. A.
Etherton, Ward
Evenson, A.

Fagerly, O.
Fahey, M.
Falbom, Albin
Feinberg, M.
Felsch, C.
Fernandez, G. L.
Fick, Max
Figved, Sigurd
Flinkenberg, Uno
Forslund, Fred
Forsman, Geo.
Frazer, A. V.
Fredricksen, B. D.
Fredrickson, F. O.
Fritz, H. A.
Frost, Peter
Fuller, Geo.

Gailunas, Anton
Garter, Tosbjorn
Godman, Tony
Geer, A. J.
Gill, Ivar
Giske, Karl
Goodmans, G.
Goulet, Kennice
Graham, Eric
Grinfeld, G.
Grussman, G. A.
Gundersen, N. F.
Gundersen, Andreas
Gundersen, Ole
Gurman, K. -1215

Hagg, Oscar
Hakala, Paavo
Hakala, Paul
Halley, W.
Halvorsen, Erling
Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hammerquist, A.
Hannesen, K. J.
Hansen, H. 1969
Hansen, R. C. A.
Hansen, J. -2354
Hansen, J.
Hansen, Kristen
Hansen, H. M.
Hansen, R.
Hanson, Frank
Hanson, Carl
Hawkins, I.
Hayes, Jack P.
Heaps, James
Heldahl, T.
Helin, Paul
Helindahl, A. -1487
Hellsten, G. -2168
Hicks, Jim
Hill, J. D.
Hilli, Albert
Hingren, J. Hj.
Hjerling, Hj.
Hobbs, F. A.
Hofaker, Fred
Hoffman, G. I.

Hogstrom, Erik
Holberg, Olaf
Holland, John
Holmgren, G. J.
Holmstrom, Fritz
Hugo, O. -1934

Ibsen, N. M.
Iversen, Iver

Jacobs, F.
Jacobsen, Jacob
Jacobsen, Joakim
Jaderholm, Hans
Jahnke, Paul
Janson, C. J. W.
Jansson, Hj.
Jansson, Frederik
Jansson, K. H.
Jannsson, E.
Jensen, J. F.
Jensen, Henry
Jessen, Carl
Johansen, C. -1593
Johansen, Aa.
Johanson, Emil A.
Johanson, John
Johanson, Carl
Johanson, Karl -2094
Johanson, Arvo
Johansson, E. -2715
Johansson, J. -880
Johannessen, Karl
Johnsen, Walther
Johnson, John
Johnson, T. A.
Johnson, Frank
Johnston, Leslie
Johndahl, H. C.
Jonsen, H. -2213
Jorgensen, Ole E.
Jorgensen, H. F.
Jorgensen, Jorgen

Kaholemoku, W.
Kane, John
Kasper, Walmar
Katehes, Constantino
Kennedy, J. R.
Kinamon, Jack
Kinghorn, Frank
Kirrppin, M.
Kivekas, John
Kivanno, F. W. E.
Kjell, John
Kjellberg, A. C.
Knechtman, W.
Knudsen, Rangvald
Knutsen, Karl
Kofeod, Geo. C.
Kokki, Emil
Kolbe, A. R.
Koluin, Oscar
Kolustow, T.
Kolustow, A.
Kooistra, S.
Kornelussen, Martin
Krishjan, K. W.
Krisjan, A. W.
Kristensen, A. -1095
Kristoffersen, G.
Kuhlman, Louis

Laine, J. E.
Larsen, Kaare
Larsen, J. H. -2280
Larsen, L. H.
Larsen, K. -1560
Larsen, J. -2012
Larsen, Albin
Larson, Allen
Lawrence, B.
Lefter, John A.
Lehtonen, J. O.
Leirevaag, H. -2213
Lewis, Wm.
Lewis, W. A.
Lillegren. Douglas
Ljung, Gus.
Loberg, Bror
Lofgren, R.
Loining, Herman
Long, Karl
Loughrey, C. W.
Lund, H. K.
Lundberg, Oskar
Lundkvist, Frans
Lundquist, Axel
Lundroth, Edvin
Lyngard, Geo.

Mahler, Hans
Maldonado, A.
Martin, John
Marcqwardt, C. -2106
Mathis, H.
Matheson, A. -2245
McGillivray, F. B. D.
McNeil, D. R.
McNeill, S. R.
Melder, A. -2085
Neindorff, F. R.
Nelsen, Rangvald
Nelson, John, -1013
Nelson, A. W.
Ness, Erling
Neuman, Alfred
Nielsen, Willy
Nielsen, C. -1314
Olsen, Peter
Olsen, Karl
Olsen, H. J.
Pedersen, C. -1286
Pedersen, Peter B.
Pehkola, Ed.
Pendlebury, Tom
Mescall, Matt
Mettson, Carl
Meza, Leonardo
Mikkelsen, Olaf
Miller, William
Miller, John
Moe, R.
Morisse, Henry
Morrison, Ph.
Mullins, John
Munch, Hugo
Murmi, Victor
Nielsen, K.
Nielson, Herman
Nilsen, Edon
Nilsen, J. -1481
Nillsen, Jens
Nordenberg, Alfred
Nyman, Oskar
Olsson, Axel
Olsson, C. O.
Osceberg, Ansgar
Perdok, A. -1861
Perkins, J. W.
Persson, Martin
Persson, Edw.
Persson, O. W.
Peters, Joseph M.
Petersen, Arthur H.
Petersen, Hilmar A.
Peterson, L. -1389
Petersen, Harry
Peterson, O. -1551
Pettersen, Higbert
Pilkinton, Homer
Pilronen, Mikko
Pinkhurst, C. B.
Pope, H.
Powell, Patrick
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Prinz, Carl
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Rod, Halfdan
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Ruckmich, Anton
Rundell, W.
Rundstrom, Albert
Ryan, Patrick
Saalma, Joseph
Salberta, Juan
Samuelsson, W. L.
Samulsson, E. -2888
Schwenke, Chas.
Schaefer, Erich
Scott, B. F.
Seablom, Alf.
Seevers, L. H.
Sikman, A.
Simonsen, Sigvard
Smith, Jacob C.
Solberg, B. P.
Solvin, Oscar E.
Sonderup, A.
Souza, Louis
Sorensen, Jorgen
Sorensen, J. H.
Sorensen, N. -2447
Sowich, B.
Stange, A. -2063
Steen, Ivar
Sterberg, Alf.
Stevensen, Aug.
Stewart, Neil
Strasdin, H.
Strom, Fred
Sund, Aleks
Sund, Alex
Sundberg, F. F.
Sundstrom, Gosta
Svensen, Anker
Swansen, Fred
Swanson, Oscar
Swanson, S.
Sweeney, D.
Swenson, E.
Taival, Alf.
Taiml, V.
Tamisar, P.
Tammola, W.
Tandberg, Einar
Tanum, H. -973
Thom, Ed.
Thaning, T.
Thompsen, Jack
Thompson, M. C.
Thomsen, W.
Tibbitts, P.
Toffri, A.
Tom, W.
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Weeden, Theodorus
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Wheeler, Geo.
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Wickstrom, J. A.
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Wilenius, Peter
Wilianen, Otto
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Williams, Charley
Wind, Jacob
Wrelljan, Joseph
Young, L. B.
Youngstrom, W.

PACKAGES.

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Benson, Fred
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Goodmans, G.
Gunderson, Ole
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Howard, Geo.
Irmey, Fred
Jewett, Chas.
Johansen, S. R.
Johaneson, K.
Long, C.
MacDonnell, W. A.
Mayes, J. B.
Monroe, A. J.
Olesen, Chas.
Olsen, E.
Olsen, H.
Olsen, Ole
Olson, Knut
Overwick, Thos.
Tandberg, Einar

INFORMATION WANTED.

Members of the crew of the "John A. Kirby," who have not already filed their claims, should communicate with the undersigned. I have made arrangements to file claims for families of seamen and officers who were lost by submarine activities during the war; also for seamen who were injured by torpedoes, etc., or who were taken into Germany as prisoners. Such persons should communicate with me at earliest convenience in order to have their claims filed with the State Department. Silas B. Axtell, One Broadway, New York. 7-23-19

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News from Abroad

All American soldiers excepting about 8000 who will remain on the Rhine indefinitely will be out of Germany by August 20, according to latest instructions from general headquarters.

The British Foreign Office has completed negotiations with the United States, according to the Evening News, for a new commercial treaty between the United States and the United Kingdom. The text will be laid before Parliament soon, it is said.

The former Prince Henry of Prussia in a letter to King George, published recently by the Hamburger Nachrichten, says the truth about the war may be had from the allied statesmen and he suggests that if the former German emperor is placed on trial the statesmen also appear.

The interallied conference of co-operative societies at Paris has declared for the abolition of all import and export duties on the necessaries of life and on products required for the reconstruction of industry. The conference favored a pool of the food supplies of the world, same to be distributed according to the needs of the various peoples.

So many refugees are arriving at every German city and village from territories taken from the former empire, that communities in increasing numbers are forbidding their residence because of lack of buildings. The Government, therefore, has ordered that all communities must accept such refugees and returning prisoners of war.

Censorship by the French ministry of public instruction of all motion picture films, except those representing facts or actual happenings, is provided for by a decree printed in the Journal Officiel. The approval of the ministry must be obtained before the pictures may be shown in public. A committee of thirty was appointed by the ministry.

The New South Wales Farmers' and Graziers' Co-operative Grain Insurance Agency has purchased the business of a large operator in wool and live stock. Last year the co-operative company handled 55 per cent. of the New South Wales harvest. Its latest purchase is for the purpose of dispensing with the middlemen's tolls in the sale of wool and live stock.

It has been learned that the Japanese Government, after mature deliberation both by the Cabinet and the Diplomatic Advisory Council, has informed the Government of Admiral Kolchak that Japan is unable to accede to its request to send several divisions of troops to assist Kolchak in the war against the Bolsheviki. American troops are still being sent from Pacific Coast ports.

Last year the five principal co-operative societies in Finland sold $57,000,000 worth of products and made $1.500,000 profits. The largest of these movements, the Finnish Co-operative Wholesale Society, operates a number of manufacturing establishments, including coffee roasting plants and fruit canneries. It imports direct from the manufacturer. These societies have a chain of banks subsidized by the government to assist in the development of the co-operative theory.

With the Wits

"A man of letters, isn't he?" "Sure! Runs a thriving mail order business."—Buffalo Express.

"There seems to be some trouble about the entente cordiale," remarked the man who was reading a newspaper. "Of course," answered the lady with large glittering jewels, "you can't expect to get anything like that here. This is a prohibition town."—Washington Star.

Mr. Styles—So you have changed your mind?

Mrs. Styles—Yes, I have.

Mr. Styles—When did you change it?

Mrs. Styles—While I was changing my dress.

Mr. Styles—But it doesn't usually take as long as that, dear.—Yonkers Star.

There was a change of curates in the parish, and shortly afterwards one of the prominent men of the congregation asked his chauffeur: "How do you like the new curate, Barney?" "Middlin'," replied Barney; "but he can't come up to the old one. 'Twas himself could tell ye all about hell. Sure, to hear him describin' it, you'd think he was bred, born, and reared there."

The colonel, strolling through camp, chanced to notice a noncom returning, contrary to all regulations, the salute of a raw recruit. Immediately he summoned the offender to him and demanded: "What do you mean by returning a salute to which you are not entitled?" "Sir, I always return that to which I am not entitled," protested the noncom, and the reply was so apt that the colonel could not do otherwise than dismiss him with a laugh.

Representative Julius Kahn said at a dinner: "What we call a 'dessert' the English call a 'sweet'. Offer an Englishman a dessert, and he would not understand you. I remember a dinner here last year at which we entertained a number of English Tommies. At the end of the eleventh course the waiter approached one of the men with a huge dish of apple pudding. 'Dessert, sir?' he asked. 'Dessert? Not me! Not when I get a feed like this for nothing!"

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THE PROBLEM OF THE PACIFIC

An Instructive Discussion of Asiatic-American Relations

"Problems of Population of the North Pacific Area" was the title of a paper read by Wm. E. Ritter at a recent gathering of scientists at Pasadena, Cal.

The seamen of the Pacific Coast are vitally concerned in the problem analyzed by Mr. Ritter because an intensive economic contest for the control of transportation across the Pacific has been in full swing for some years past.

The Journal therefore earnestly commends a careful perusal of the sane and instructive article printed herewith for there can scarcely ever be a genuine solution of the Asiatic problem except through rational knowledge and conduct.

For long ages before written records began, human migrations seem to have taken place over the vast Pacific Region. These apparently affected the islands of the south, of the north, and of the middle portion, as likewise the continental littorals of Asia and North America. Later came the era, very recent as all human history goes, of the drifting of Chinese and Japanese fishing junks upon the northern American coast, and of castaway Japanese traders upon the Mexican coast. Following this came the truly modern era ushered in, one may fairly say, by President Fillmore's appeal to the Emperor of Japan, through the Perry embassy, for the opening up of the hermit kingdom in the interest of American industrial and commercial development as represented by the whale fishery, and closely identical with gold mining in California. Shortly thereafter, followed the bringing of Chinese coolies for labor in building the Pacific end of the first transcontinental railroad.

Through all these, and many other events of similar import, down to this very summer of 1919, when hardly a day passes in which the newspapers do not contain items of some sort involving the activities of Japanese or Chinese in the industrial and commercial life of Pacific North America, can be seen a contact of Asiatics and Americans—a kind of community and interests—made not only possible, but seemingly inevitable, by their common possession of the Great Ocean, and of the human propensities for adventure, travel and gain.

To the eyes of science, the situation as touching the peoples of the north Pacific area is this: Some 500,000,000 Asiatics are being brought into ever closer contact with some 6,000,000 Americans, the Asiatics being so placed geographically that scores of millions of them have about the lowest per capita allotment of any peoples on the earth of some of the primary material necessities of human life, while the Americans are so placed as to give them about the highest of such allotment.

That economic equilibrium will tend to establish itself between these two peoples is as certain as that two bodies of salt water of different density will tend to come to an equilibrium if in contact with each other.

There are two ways in which this equilibrating tendency may work itself out. (1) It may proceed in accordance with the brute instincts of self-preservation and self-realization. This is the way of material force working as modern commercialism and modern militarism. Frequently as the resemblance between these two gigantic forces has been noticed, yet it seems not to have been sufficiently brought home to many of us. (2) The other way in which the equilibrating tendency may realize itself is in accordance with the human reason for self-preservation and self-realization. This is the way of modern science.

Perhaps some one will question the warrantableness of including all the Chinese, Japanese and Koreans, as I did a moment ago, when speaking of Asiatic populations, while only the small portion of all North Americans are included which live on the Pacific Slope. If question of this sort be raised, my reply is that being naturalists, we are bound to think in terms of nature—of geography—whenever we speak comprehensively of people; and hence must look at population in relation to the continental slopes, drainage areas, oceanic and fluviatile water ways, etc., which constitute their major physical environments. The "North Pacific area" is clear enough of definition geographically viewed: It includes not merely the Great North Ocean itself, with its islands, but also those parts of the adjacent continents, Asia, and North America, whose rivers flow into the ocean. In an important sense this is a unit area of populational distribution, as it is of physical geography.

Pacific North America as thus defined, seems to be as natural a depositing ground for immigrants from eastern Asia as Atlantic North America is for immigrants from Europe. While manifestly it would be easy to push such a criterion of unit area of peoples too far, yet full recognition of it to the extent of its validity is of great practical importance.

The fundamental nature of the issue between Asiatics and Americans is clearly reflected in the character of the American legislative measures which have been proposed, and in some instances made into law, against the immigration of Asiatics.

That the issue is not primarily one of race, is shown by the fact that the exclusion proposals are never aimed at Asiatics indiscriminately. Without exception, I think, the measures apply only to Asiatics upon whom the economic conditions of their native lands rest most heavily; those, namely, who live by the toil of their hands. The classes—public officials, persons of large affairs, professional men, and students—who enjoy considerable economic independence, are welcome in America, travel widely over the continent, and mingle freely and pleasantly with the citizens everywhere. Because of their approximate economic and cultural equality with those among whom they are, and because of the smallness of their number, these classes of Asiatics give rise to no perplexities, economic, racial or of any other kind.

The race element undoubtedly comes into the labor immigration problem with great force finally, but only as a consequence of economic conditions, and at the locus of greatest pressure of these conditions. Except for the economic element almost certainly there would be no problem of Asiatic immigration for the simple reason there would be no such immigration.

The sole, or at least the chief motive of Asiatic laborers in coming to America is to improve their hard economic lot. And because of the restraint upon their travel which this hard lot imposes, they are bound to take advantage of the first chance which presents itself for accomplishing their aim.

No Chinaman who has barely money enough to pay the cheapest steamer passage across the Pacific, is going to the additional expense of a railroad journey to Kansas City for work if he can get as good wages in Seattle or San Francisco. And no Japanese farmer who crosses the Pacific under like conditions is going to the Mississippi valley to raise corn or wheat if he can do better raising potatoes or berries or celery on the bottom lands of the Sacramento and Colorado rivers. Nor is any Chinaman or Japanese going to Lake Michigan or Cape Cod to fish if he can do as well fishing at Monterey or San Pedro. Nor are these basal considerations the sole, or even the most important ones bearing on the case.

Not only is Pacific North America the natural depository for the semi-destitute peoples of eastern Asia who migrate to America, but as long as there exists an immense Asiatic population in such economic condition, and as long as there exist such alluring chances in Pacific America for relieving that condition, it is hardly possible that any device of politics or law or any gentlemanly arrangements will be able to permanently stay the movement for such betterment. The problems concern some of the most elemental and mighty forces of human nature—the forces which antedate and condition politics and law and gentlemanly conduct, as the tree with its roots antedates and conditions the tree with its blossoms and fruit.

During these very last weeks comes the report that 5000 Asiatics came into the Pacific States of Mexico during March, 1919, and that the total immigration to that country last year was 100,000. And entrance into Pacific Mexico means entrance into Pacific United States sooner or later. So subtle and pervasive and powerful are the forces which are impelling Asiatic immigration into America, that exclusion treaties and laws and other mere contractual arrangements will be incapable of controlling them.

Am I not right in supposing it is the complexity and subtlety of these forces—economic in the sense of physical poverty affecting the great masses of Asiatics; racial as affecting these same portions of both Asiatics and Ameri-

cans; and instinctive of self-preservation and self-realization of all the people of both continents—that makes the growing breach in the traditional friendship between the United States and Japan incomprehensible to the acutest observers of both these countries? "I do not know how to account for it," frankly and almost despairingly declares Baron Shibusawa, one of the oldest and most intelligent of Japan's business students of America.

And the replies which he records having received from distinguished Americans to whom he appealed for light, shows that they were really as much in the dark as he was. One of these Americans, he tells us, assured him that "the little cloud overhanging the sky will soon pass away."

Terrible, I warn both America and Asia, will prove the illusion if it goes uncorrected, that the ill-wind growing up between these two old-time friends is only a little cloud that will soon pass away!

But is the gigantic tornado which impends, to be regarded as a Fate—as a thing in the hands of a Purpose and a Power wholly unapproachable, unmodifiable by man? No! and ten times No! is my answer. We can convert the devastating tornado into a benign and fructifying wind-and-rain if we so resolve and act according to our resolution.

To point a way, and I am quite sure the only way, toward such resolution and such action is the central aim of my part in this symposium.

My first move in this shall be to remind ourselves that, as a few observers of anti-Asiatic "agitation," often so-called, of the Pacific States have remarked, this agitation is at bottom an expression of the instinct of self-preservation. This remark I wish to supplement by affirming that not only is the instinct of self-preservation on the part of the American agitators involved, but likewise there is involved not merely the same instinct of the Asiatics, but also the instinct of self-realization of both Asiatics and Americans. And I call attention to the fact that he errs grievously whose observations on human instinct has not recognized the difference between the instinct of self-preservation and that of self-realization.

But the point which I wish particularly to fix attention upon in the remarks just made is that the problem as it is actually presenting itself to us, lies chiefly in the domain of human instinct and passion; and that this is only another way of saying that it does not lie chiefly in the domain of human reason.

The quintessence of the proposal I am going to make is that our problem shall be so shifted in its locus that instead of lying primarily in the domain of instinct and only secondarily in that of reason, it shall lie primarily in the domain of reason, of intelligent life and action, and only secondarily in the domain of instinct, of instinctive life and action. And may I not believe that at least in the group of men and women here assembled, scientific as we all are, this proposal shall not be received with listless toleration, as a mere academic pronouncement?

In the interest of grounding my proposal a little more securely on fundamental principle, I remind you of the familiar characterization of all instinct as "blind." And note the unerring truthfulness of our common modes of expression: The "instinct of" self-preservation and of self-realization, we say: The instinct of existence is in the very essence of existence itself. Not so with reason. The "reason for" we automatically say, self-preservation and self-realization. Existence must justify itself, according to reason. Furthermore, reason must concern itself with the modes and means of existence.

My proposal that the problem of the peoples of the Pacific area shall be carried up so that its larger moiety may lie in the domain of reason instead of in the domain of instinct, means that the Chinese and Japanese and Koreans and Siberians and British Columbians and United Statesans and Mexicans shall take much thought about their self-preservation and self-realization—about why they should be preserved and why they should realize their desires and ambitions; and about the manner in which they should exist and the means by which this may be and ought to be accomplished.

It means, in other words, that the problem should be one of science at its fullest and best; science as the great body of observational and reflective truth concerning external or material nature, and science as the great body of observational and reflective truth concerning the internal or spiritual nature of man. And this means economic and cultural justice and morality, international as well as national.

A cardinal aim of all effort in accordance with the principles here indicated, would be to remove the one great inducement to Asiatic migration to America, namely, the grinding poverty under which the great masses of hand laborers of Asia live at home. Surely it would be disastrous to both Western America and eastern Asia as wholes, for the former to become Asiaticized to the extent that the Hawaiian Islands have become so. But the only rational way and, as I believe, the most effective and practical way to prevent this is to make the economic conditions of Asiatic laborers in Asia at least approximately as favorable to them as are the conditions which they find in America.

If statesmanship pronounces this an utterly unrealizable ideal, it thereby merely declares its own incompetency to bring it about, this incompetency being due to the fact that statesmanship of the traditional sort is not primarily a thing of comprehensive, accurate knowledge and reason, but rather only of partial knowledge dominated by instinct and impulse. And this raises the question, very pertinently at this time: What has been in general the fundamental nature of political motive and action, especially as between nations, down to this time? Has it been mainly rational and intelligent, or has it been mainly instinctive and passionate? Let history answer. In the cataclysmal condition of the world today, three occurrences in particular are recognizable which should encourage the attempt to deal with the Asiatic-American problem on the principles I am setting forth. (1) The revised covenant for the League of Nations (which will surely soon be adopted if reason is indeed now to be enthroned in the government of the world) making the League the central body for coordinating and promoting international activities generally. (2) The provisions of the covenant relating to labor problems which are international in scope. (3) The determination by the American Federation of Labor at the Atlantic City convention to co-operate with Japanese workmen for bringing about a better understanding between workingmen of Japan and the United States.

I venture to predict that were the agencies and movements here indicated to become really active in behalf of the Asiatic-American problem, they would inevitably move in the direction of some such solution of the problem as I am indicating.

A thing that science can say which ought to contribute much as an initial step in this direction, is that the civilized world may assure itself that given adequate scientific investigation and utilization of the resources of nature; and given a due measure of scientific knowledge and of the spirit of justice and morality in politics and law in national and international affairs; and given, further, a due sway of reason in the growth of population, and no people of the world need live in danger of starvation or even of serious want. The proposition is surely susceptible of something approaching demonstration that the dogma of the inevitability of material poverty for great sections of the world's population is a mark of primitiveness, of immaturity of human societies.

And I wish here to affirm the unhumanness of national policies which encourage large families in the interest of large armies and cheap labor.

Probably the foremost significance of reason in the human animal is that it is the device or agency developed by nature to relieve the species from the uncertainty and precariousness of material sustenance as instinct alone is able to secure it.

To develop the latent natural resources of the whole Pacific area, of land and water alike, and then to distribute and use the fruits obtained in such fashion that all portions of all the populations shall be beneficiaries in just ratio, would be exactly one of the most characteristic things which these peoples could do as rational, i. e., truly human animals.

This paper and those to follow in this symposium, are so many indices of what would be involved in carrying out such a proposal so far as the Great Ocean itself is concerned.

Many decades of common experience with, and scientific research upon the oceans of the earth, the atmosphere which overspreads them, and the life which teems in their waters, have yielded large knowledge. Much of this knowledge is revelatory of great riches in living beings useful to man. And revelatory, too, is the knowledge of how intimately the life and health and happiness of men are dependent upon the oceans themselves because of certain of their physical and chemical attributes; and upon the atmosphere which is a sort of vital nexus between sea and land.

But the knowledge thus far obtained as to these beneficences is hardly more than an outline the details of which are yet to be filled in.

The papers which are to follow will present portions of the sketch more clearly, and will indicate in some particularity what filling in of details would probably show, and the means by which the task would have to be done.

Far more knowledge is essential as to what useful organic resources the waters contain; as to how these may be utilized; and as to how they may be made permanent as well as useful.

Greater knowledge of the ocean itself and the atmosphere must be had in order that the harvesting and the conserving of its resources may be more certain and safer; in order that all travel upon the sea may be facilitated; and in order that those aspects of the land's productiveness which are largely influenced by the conditions of the sea, may be brought more under the control of man.

Knowledge, and even more knowledge, is the watch-word in this aspect of the great problem; and of such nature and so broad is the requirement that it is well nigh indispensable that all the peoples whose interests are involved should participate in securing it. Common needs of world-population demand common world scientific research and world effort in affairs, to meet the needs.

And now, taking this very meager statement as a foundation to build on, I venture to summarize, in the name of world science and the spirit of it, what the problem of peoples of the Pacific Area is, and by what methods it could be resolved. It is a problem in which the two elements of economics and race are so enormously potent that little wonder need attach to the fact that many students anxiously observing the animosity growing up between Japan and the United States particularly, conceive that the problem is wholly either the one or the other, or at most both of these elements. But not so. It is a problem of the whole gamut of human nature as this manifests itself in two great groups of highly and equally, though diversely civilized peoples of different though equal races, coming into economic conflict with each other.

And just because the two groups stand high and essentially equal in civilization; and just because each is within itself, predominantly guided by rational knowledge and conduct, the only possible real solution of the conflict between them must be likewise through rational knowledge and conduct. It is then heavily incumbent upon those men and women in both groups who are professed and acknowledged leaders in the life of the intellect, not only to bring home to our fellows what is involved in this way of solving the problem, but also to bring home to them what would almost certainly result from leaving the problem where it now is, namely predominantly in the realm of instinct and passion. This last means that our duty is to proclaim the indubitable fact that the counterpart of the instinct of self-preservation throughout the whole animal creation is the fighting instinct; and that consequently fighting—war—will be almost certain consequence of leaving the problem where it is, this implying an almost certain irrational, unjust, and destructive treatment of the problem.

And upon those of our fellows, the numbers of whom are, unfortunately, neither few nor powerless, who oppose the rule of reason in such matters, and favor the rule of instinct, let us not fail to impress the lesson of Germany at this hour, as an example of the doom that awaits any modern nation whose international conduct is based more on instinct and brute force than on reason and moral force.

"All that take the sword shall perish by the sword." The profound natural truth which comes to expression in this familiar phrase, has never been more terribly exemplified than by Germany, yesterday wielding her vast might of intellect and muscle to dominate the world; to-day cast down into the very dust of the earth and utterly impotent.

A LABOR DAY MESSAGE.

(By J. B. Dale, Organizer for American Federation of Labor.)

Labor Day nineteen hundred and nineteen comes to us freighted with splendid achievements from the past year.

The Organized Labor Movement recognized as the American Federation of Labor has contributed, is contributing, and will contribute, if the future can be judged by the past, one of the most potent factors for the promotion of economic justice there is in Christendom.

If this bleeding, staggering, struggling old world is to be redeemed and the Ship of Humanity again placed on an even keel, the plan offered and the blue prints submitted by the American Federation of Labor, if not adopted in toto, cannot and will not be ignored in the reconstruction period that confronts civilization.

Men of Labor, I mean all Organized Labor, have just cause to be proud of the splendid achievements of their organization, when one considers the obstacles that it has overcome, and its high ideals, and that it never has wavered, hesitated or halted in its march and in its fight—when it was necessary to fight—to continue its progress to reach these ideals.

There are millions of overworked and underpaid toilers in this and other lands who are looking to our movement as the

(Continued on Page 10.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

LABOR DAY, 1919.

(By Frank Morrison, Secretary, American Federation of Labor.)

Labor Day, 1919, the organized workers possess greater intelligence and confidence in themselves than at any other period.

The trade union movement was true to its historic mission in the great war that defeated a military autocracy and it has not forgotten the plea, "Make the World Safe for Democracy" that so successfully united the people of our country in one purpose.

The organized workers will continue their efforts to make our country safe for democracy, though certain other elements of our citizenship have abandoned this plea in their desire for material gain, regardless of effects on the nation's life.

The workers' determination is indicated in their demand that the purchasing power of their wages permit them to meet present living costs. The workers have not forgotten praises showered on them during the war and they now insist that living standards shall not be lowered. They point to Government statistics which show that over $1.80 is now necessary to purchase goods that were priced at $1 before the war.

The railroad solution offered by organized railroad shopmen and the railroad brotherhoods, and supported by the American Federation of Labor as a whole, and the declaration of the Policy Committee of the United Mine Workers of America for the nationalization of coal mines under democratic management are also indicative of the workers' determination to make our country safe for democracy.

Government reports show that there are 8,500,000 persons over 10 years of age in this country who can not read nor write the English language. It seems unnecessary to urge that our educational system be revised that this illiteracy menace to a government "of, by and for the people" be removed.

Another policy that would make this country safe for democracy is organized labor's demand that immigration be stopped until such time as those aliens who are now in this country can be assimilated. Sentiment must give way to the dictates of self-preservation when national needs and social aspirations are threatened by waves of immigration that are stimulated by cheap labor employers.

The proposed plan to "Americanize the alien" will not be successful while industry is conducted along autocratic lines.

The attempt to solve this question by company "unions," welfare work and beneficial features will not suffice. None of these contain the element of fundamental democracy.

The alien must be Americanized, but industries like the steel trust, that make the alien possible, must first be Americanized. These business men must be Americanized. The American spirit of freedom and equality can not be aroused in a worker who is denied the right of free speech or who has been discharged because he does a lawful thing—joins a trade union.

On this fundamental the trade union movement stands. It is idle to talk of Americanizing the alien or of establishing democracy in industry while an industrial oligarchy ignores guaranties in the Declaration of Independence and the Federal Constitution.

The trade union movement stands for the highest order of Americanism and it believes that the first step in Americanizing the alien is to Americanize the job.

Sharp Child Labor Rule.

A saw mill must pay a tax on its profits, under the Federal Child Labor amendment to the revenue law, if it employs children under 14 years of age to work in the woods, but mine owners may employ children under 16 years of age to work in these same woods without paying a tax.

The above summarizes a ruling by United States Internal Revenue Commissioner Roper, in response to a request for a decision by a Cresson, Pennsylvania, mining company. The officials stated that they wanted to employ boys in the woods to stack mine ties, bark, "and other light work," and inquired if the company was liable for the tax.

The Federal official held that the boys are not "employed in the mines," although their names are on the company's pay rolls.

Mr. Roper shows, however, that if the boys were employed by a saw mill company, the tax would be levied, as the law applies to all departments connected with the mill.

Under the law a tax is levied on the employment of children in mines under 16, and in other industries the age limit is 14.

"Stand Pat" Theory No Part of A. F. of L.

Writing in the American Federationist, Matthew Woll, acting editor in the absence of President Gompers, laughs at the claim that the A. F. of L. is a "stand-pat" organization. He says "the American Federation of Labor lays no claim to being a conservative organization."

Eastern newspapers express sorrow at the action of the last American Federation of Labor convention in denouncing injunction judges, and one editor declares that "the American Federation of Labor failed to display its usual good sense and conservatism." This statement Mr. Woll says:

"It is for the defenders of the profiteers and plunderers and for those who are in need of all the machinery of reaction in their struggle against progress to build for themselves records of consistent conservatism. Labor has no use for any institution or arrangement which does not serve the best interests of all the people. It regards all institutions as having value only in so far as they serve the actual needs of the people.

"When it comes to ridding the country of institutions that no longer serve this

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia,
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer, 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudêry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volhardding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

Virtually all the newspapers of Tokio have suspended publication, owing to the demands of the printers for higher wages.

Charging that the French government is not using its power to protect workers against living costs, which are continually soaring, organized employes in the postal, telegraph and telephone service demand a high-cost-of-living bonus of $25 a month.

Forty-three per cent. of the total population of Finland is landless and lives mainly as day laborers on the farms or forests. The figures which are furnished by the Department of Commerce indicate that 23 per cent. of householders work their own holdings and 34 per cent. are tenants.

The labor government of Queensland is urging increased taxes on large blocks of government land held under lease by wealthy stockmen, who occupy 407,140 square miles, and who pay $4 a square mile as against an average of $14.26 a square mile paid by the small leaseholder. Former attempts to tax these monopolists has been blocked by the Legislative Council, still under the control of big business.

The vigilance and strength of organized workers in France is necessary to check employers from juggling the workers out of benefits intended under the eight-hour law, recently passed by the French parliament. The employers' favorite scheme is to cut piece rates below the point which prevailed under the long work day. This is prohibited by the new law and the unionists are compelled to rely on their economic power to enforce a statutory act. These strikes are forcing the government to act and new regulations have been issued.

An award for two years from May 12 is made by agreement between the New Zealand Clothing Manufacturers' Industrial Association of Employers and the New Zealand Federated Tailoresses' and other Clothing Trade Employes' Industrial Association of Employes. The award embodies a complete agreement. An award covering members of the New Zealand Federated Woolen Mill Employes has been filed in the four industrial districts where there are woolen mills—Otago and Southland, Canterbury, Wellington, and Northern. The award, which embodies a complete settlement arrived at by the parties, is in effect a Dominion award. It has a term of two years from May 1 last.

Writing in the Australian Worker, a correspondent makes this reference to compulsory arbitration, in force in New South Wales: "Ten years ago every employers' organization in the land bitterly denounced compulsory arbitration. They demanded the right to settle all disputes with their wage earners by a trial of strength. The workers, with splendid foresight, while favoring arbitration, reserved the right to cease work if the courts proved biased or incompetent. Can anyone say that the men who have been appointed to preside over the arbitration courts have acted as free and impartial adjudicators? When have any of them attempted to enlist the confidence and good will of the employees?"

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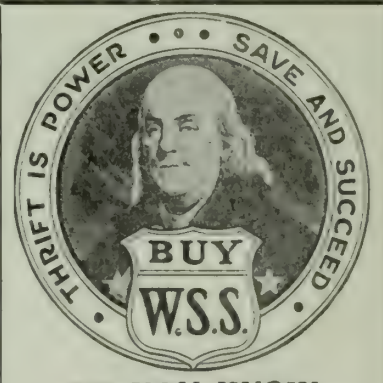

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INFORMATION WANTED.

Any one knowing the whereabouts of L. C. S. Admiraal, a member of the Eastern and Gulf Sailors' Association, last heard of in Rotterdam, Holland, 1914, will please notify his brother J. J. Admiraal, 51 South Street, New York, N. Y. 8-13-19

Information wanted regarding John Johnsen, native of Bergen, age 44, last heard from in New Orleans, 1917, was then on schooner "Lizzie M. Parson," going to France. Any information will be appreciated by his brother, Andrew Johnsen, Sailors' Union, Seattle, Wash. 8-20-19

Will Ingwald Johnson, Charles Moller, and any other member of the crew of the S. S. "Chehalis," on January 29, 1919, when Otto Peterson was injured, kindly report to the Secretary, Sailors' Union of the Pacific, San Francisco, Cal. 8-13-19

Pacific Coast Marine.

The U. S. Coast Guard Service has advertised for bids for building a new set of launching ways for the lifeboats at the coast guard station on Humboldt bar. It is estimated that the work will cost between $7000 and $8000.

Recent sale of the new Portland built steamer "Butte" to Eastern parties will result in the ship taking a cargo of lumber to the Panama Canal for the Government, instead of proceeding overseas with ties, according to C. D. Kenworthy of the operating department of the Shipping Board.

Figures showing the status of the eleven wooden shipbuilding yards of the Oregon district are being prepared by Statistician M. Reed of the Emergency Fleet Corporation. Reed succeeded Captain Hiram E. Mitchell as statistician when the latter was recently transferred to the Department of Sales and Supplies.

The Chilberg Ship Company has secured a contract from the Universal Shipping and Trading Company of Seattle to convert three wooden steamer hulls into sailing vessels. The vessels are part of a large fleet of wooden ships built in yards across the border to the order of the United States Shipping Board. Six of the craft were purchased by the Universal Shipping and Trading Company.

The salmon pack on Puget Sound will fall short compared with previous years, according to reports from the various packing houses. Few fish are being taken by purse seiners at Neah Bay. Few of the fleet of over 300 boats at Neah Bay are securing enough salmon to pay expenses, while the traps up to the present are barely breaking even. Indications are that the late run will be light, which will cut the Puget Sound to a limited amount.

A new high level on cargo rates has been set on shipments by the "West Harts" and the "West Chatala," which are carrying lumber to China at the rate of $35 a thousand feet. The price marks a rise of $10 over rates prevailing after the heavy launching period of last June, when two Japanese boats loaded with lumber at the rate of $25. Shipping men say the present rate is probably higher than the rate which will prevail in the future because of competition and shipping conditions.

Launching of the thirty-fourth hull under Government contract took place at the Northwest Steel Company plant at Portland, on August 18, when the 8800-ton steel steamer "West Cocasset" was put into the water. The sponsor was Rosemary Mahoney, fifteen-year-old daughter of Mr. and Mrs. W. E. Mahoney. Only two more launchings remain to complete the Government program at the Northwest Steel Company. The plant has already reduced its force of employes in anticipation of the end of building activities.

It was announced during the week that the Government had disposed of the wreck of the cruiser "Milwaukee." The stranded and broken craft, lying about four miles north of the north jetty of Humboldt bay, was sold to Rosenthal & Snyder of San Francisco, the consideration being $30,000. The consensus of opinion along the waterfront is that the local firm is entitled to a fair profit in daring to gamble with nature and the elements. It will be difficult to salve the machinery and old metals of the fighting ship, owing to the exposed position in which the work will have to be done.

The three shipbuilding plants in the Northwest owned and operated by the Foundation Shipbuilding Company, a French concern, are to be dismantled. The plants are located at Tacoma, Portland and Victoria and devote their attention to the construction of wooden vessels for the French government. Captain A. Rice of the French high commission is on the Fuget Sound and will superintend the dismantling of the plants. The main part of the machinery of the plants will be shipped to France to be used in the reconstruction of the industrial sections, while the remainder will be sold.

That lower freight rates on steel are essential to the future success of Pacific Coast shipbuilders, in order that this section will be able to compete with the East and the Orient, is the firm conviction of J. C. Bowles of the Columbia River Shipbuilding Corporation. The campaign for a reduction of rates on steel to the Pacific Coast is now fairly launched and behind it are eighteen of the big steel shipbuilding plants of the Coast, including the yards in Portland. This fight will be carried to the Federal Railroad Administration, the aid of representatives in Congress and Chambers of Commerce vitally concerned being solicited.

The "Lavada," Fourth Liberty Loan honor boat, was christened at the yard of the Pacific Coast Shipbuilding Company on August 23 by Mrs. Emmet D. Boyle, wife of the Governor of Nevada. Mrs. Boyle, now visiting in Berkeley, accepted the invitation to be sponsor, extended by the war loan headquarters in San Francisco. The "Lavada" bears the combined names of Nevada and of Las Vegas, honor loan town of that State. She is the sixth of ten big steamers being built by the Pacific Coast Shipbuilding Company. The Governor of Nevada, who is a classmate of Colonel D. C. Seagrave, general manager of the yard, was represented by Colonel Lowe A. McClure, brother of the sponsor.

All of the ship surgeons employed on the transpacific passenger steamships will secure certificates as licensed embalmers if the bill introduced by Senator Howard Sutherland of West Virginia recently, becomes a law. The bill which has been read twice provides that common carriers by water engaged in foreign and interstate commerce shall provide for the proper embalming of bodies of all passengers and employes who die at sea, provided a United States port cannot be reached within twenty-four hours after death. The bill also provides that no owner be permitted to bury at sea, and that a duly licensed embalmer, with necessary equipment, be supplied all vessels coming within the intent of the act. At present the ship's surgeon acts as embalmer.

With Mrs. Josephus Daniels, wife of the Secretary of the Navy, pressing the button that flooded the structure, the great Pearl Harbor drydock was dedicated by Secretary Daniels on August 21. Hundreds of army and naval officials and other spectators were present. While the water was pouring into the dock Secretary Daniels addressed the gathering, emphasizing the future importance of Pacific commerce in relation to the nation's naval power. When the speech ended the pumps started emptying the basin. During the ceremony seaplanes circled about and the sailors and marines units stood at attention. The destroyer "Waters" took the official party from Honolulu to Pearl Harbor. Hundreds of others went by automobile or train. A series of banquets, receptions, dances and sight-seeing trips for the Pacific fleet units there occupied the remainder of the day. The Pearl Harbor naval drydock dedication marked the completion of an important unit in a navy and army construction program designed to make the island of Cahu the Gibraltar of the Pacific.

Plans of a Honolulu syndicate to make San Francisco a base from which refrigerator vessels will steam to Mexican and Central American waters, to return with huge quantities of oysters, were announced in private advices from the islands. Captain W. R. Nye, a Honolulu navigator who formerly lived in this city, is returning to San Francisco to direct the venture, it was announced. In his search for oysters Captain Nye expects to find many pearls. Twenty years ago Nye was master of a whaling vessel that operated out of this port and cruised the tropical waters. His whales always were captured in shoal water, and in the course of a few years Captain Nye charted hundreds of those shallow places, sometimes hundreds of miles from land. Oysters are thick in those shoals, according to Nye. The plan is to purchase a refrigerator steamer equipped with machinery to rake the sea bottom and hoist the catch aboard the vessel. The oysters will be prepared for the market and the shells will be searched for pearls and then placed in the holds to be used for manufacturing purposes.

An ambitious plan involving the organization of a steamship concern, with a capital stock of $100,000,000 and fifty freight and passenger steamships to be operated out of San Francisco, has been submitted to the Chamber of Commerce and the shipping and business interests of San Francisco. The proposal was made by A. C. Worthington, vice-president of the Maritime Navigation Company, and officially submitted to Secretary L. M. King and General Manager Robert Newton Lynch. Immediate consideration and action have been agreed upon. It is proposed to include the citizens not only of San Francisco, but also of all other sections of the State, to become interested financially in the ownership of a fleet of ships that will care for this port's future overseas trade, and it was announced that the officials of the United States Shipping Board had indorsed the proposal, which provides that every person in California shall be presented with the opportunity to do his bit toward perpetuating the American Merchant Marine at the port of San Francisco. The enterprise is based on the Rosseter view that the future of America's merchant marine can never be assured unless the people of the country are educated on ship matters, and that this can not be brought about unless the ownership of the operating concerns is vested in a large number of the people.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

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(Continued on Page 11.)

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NOTICE TO CORRESPONDENTS.

Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, AUGUST 27, 1919.

"OH, HORRORS!"

The continued success of the Atlantic Coast marine unions in raising wages and otherwise improving conditions has had a curious depressing effect on the stand-pat editors of New York shipping papers.

Listen to this awful tale of woe from the Nauticus:

> What the unions want now is very clear. They want the Government to continue running the ships and man them with union men, the chief function of the ships being to supply jobs for union members at high rates of pay and next to nothing to do.
>
> By and by we shall have a Soviet on board every ship, which shall replace the master. The workers—meaning thereby the sailors, firemen and stewards—will naturally compose the majority in the Soviet and they will appoint a commissary in true Bolshevik style, who in turn will delegate the navigation to what are now the mates, and the running of engines to what are now the engineers. The Soviet of every ship will decide when to sail, time to be spent in port, etc. The ship's agent on shore will furnish the crew with the best of food and all the booze they can drink and a communist Government back in the home country will meet the deficit arising out of the voyage. This picture is not exaggerated. If the truth were to be told, it is the ideal state in the minds of those who are now agitating for the supposed rights of sea labor. Amendments to the LaFollette Act will not do. The whole merchant marine must be purged of undesirables and a new code adopted which will guarantee the safety of life and property at sea, define the authority of the master and officers, safeguard the civil rights of subordinate employes and at the same time visit exemplary punishment upon those impairing the discipline of ships.

Truly, brethren, this picture is appalling. We must be a bad lot, indeed.

But are we really as bad as painted? Or does this New York scribe longingly pray for a return of the days when discipline aboard ship meant plenty of physical abuse, long working hours, very little to eat and still less pay? The JOURNAL, at any rate, is firmly of the opinion that the mournful cry for discipline is actuated by a strong desire for the return of the "good, old days" when it was perfectly safe to beat up a sailor for any reason or no reason whatsoever.

But his hopes in this respect will never be realized.

The new spirit of the American merchant seamen is the voice of young America. That's why it is so distasteful to hidebound old fossils.

More native Americans are taking to the sea for a livelihood, of late, than for many years past. These young men are neither Bolsheviks nor drunkards. They are clean, right-thinking, high-minded and independent in thought and action. But that is the very reason why the Nauticus editor shrieks "undesirables." What he probably prefers is meek and docile Chinamen who eat little and work for less pay than any other race or nationality on earth.

That, and that only, accounts for all his silly vaporings anent the Soviets and the undesirables.

FAIRY TALES.

The waterfront reporter of the San Francisco Examiner is a versatile and enterprising sort of fellow. When there is no real shipping news available for publication he induces someone to spin a yarn and no matter how grotesque, the story told is then faithfully recorded in the news columns of that daily.

For instance, the skipper of a Swedish motorship now at San Francisco, is quoted as follows:

> Our sailors are paid 370 kroner a month. That is about $100. They look to the Pacific Coast to provide them with gear at a reasonable price. In Sweden they have to pay more than $100 for an ordinary suit.
>
> San Francisco to-day is the cheapest port in the world so far as sailors are concerned. Stevedoring is rather high, but not much higher than other Pacific Coast ports, and very much below European ports.
>
> In Stockholm the ordinary artisans were getting 65 kroner a day for seven hours' work. That means about $18 a day, and groceries are being charged for at the same rate.

It will be startling news (?) to many that San Francisco is to-day the cheapest port in the world, as regards sailors.

But let no one be deluded by illusionary tales of fancy wages abroad. Here is the latest official data regarding wages of sailors (A. B.'s) from ports in Europe. This information was compiled in April of this year by the executives of the International Seafarers' Federation, at London, England:

	Total Monthly Wage	U. S. rate of exchange per unit
GT. BRITAIN	15 pounds	$4.23
SPAIN—		
Barcelona...	180 pesetas	.20
NORWAY....	200 Kroner	.23½
DENMARK..	208.75 Kroner	.22
SWEDEN....	200 Kroner	.24
HOLLAND..	115 florins	.37
ITALY—		
Naples.....	275 lire	.11 normal
FRANCE.....	220 francs	.19 .12

The wages, as given above, have remained practically unchanged, except in Norway, Sweden and Denmark, where increases have been made (see report of Richard McGhee elsewhere in this issue) making the present scale equivalent to the minimum of £15, demanded by the recent conference of International Seafarers' Federation. All of which seems to indicate that San Francisco is far from being "the cheapest port in the world, so far as sailors are concerned."

San Francisco waterfront reporters will please take notice.

THE AUSTRALIAN STRIKE.

According to private advices from Australia the Seamen's strike over there has been compromised with a substantial increase in pay and several worth while improvements in working conditions, etc., for all hands.

The original demands of the Australian seamen were for a modest increase in wages, with insurance of seamen against the risk of infection with pneumonic influenza, and all wages to be paid until such time as the men were convalescent and returned to their homes.

The influenza epidemic slowly abated while the strike was on and the issue then became a question of higher wages.

Early in the contest the Union refused to go before the compulsory arbitration court. This incensed Justice Higgins of the federal arbitration court who became furious at the attitude of striking seamen toward his court, which is supposed to set wages. He said these workers were mocking him. The seamen admitted the charge, and said they would have to depend upon themselves to secure improved conditions.

The same judge intimated that the higher wage strike of seamen and their refusal to go before his compulsory arbitration court was due to the superior conditions established by American and British seamen.

"What has really stirred the union to make such a claim is an abnormal rise in rates for seamen in America as well as in Great Britain," said the court. "On the Pacific Coast, as well as on the Atlantic Coast, the rate for able-bodied seamen is £15 ($75) per month, as contrasted with the Australian rate of £11 ($55), and when the men meet in ports the contrast is disturbing." When the learned judge hears about the recent boost in American seamen's wages he will have to use a word other than "abnormal."

Justice Higgins also opposed some of the working conditions demands of the seamen, who asked for such luxuries (?) as electric lights and decent sleeping quarters.

Well, the strike is ended. All the details of the settlement are not yet at hand, but this much is certain: the Australasian Seamen's Union is very much alive and able to meet and take care of all issues.

PERTINENT COMMENT.

As usual, the Australian labor press acquitted itself nobly during the recent Seamen's strike. The following excerpts are from leading articles in the two foremost organs of labor:

> If the seamen could have secured their reasonable demands by arbitration it certainly would have saved both them and the community a heap of trouble.
>
> But the right to knock off work when the conditions are intolerable, and the means of redress provided by the law are not deemed satisfactory, is of THE VERY ESSENCE OF LIBERTY, and to rebuke men in the name of society for exercising it is to set up the ethical standards of the Servile State.—The Australian Worker, Sydney, N. S. W.
>
> One would have thought that even the most calloused shipping profiteer would have hesitated before deciding to deal harshly with the seamen, but apparently it is thought that the capitalist Press will be able to remould public opinion to the extent that the men who were regarded as "heroes" for the past four and a half years, now that they ask for justice, will be recognisable easily as "Bolsheviks" or "extremists."—The Queensland Worker, Brisbane, Queensland.

The JOURNAL is pleased to announce that the clubhouses operated by the Panama Canal primarily for its employes generously offer their facilities to the crews of merchant vessels passing through the Canal or calling at the terminal ports. The clubhouses have free reading and writing rooms, libraries of fiction and reference works and current periodicals. Moving pictures or other entertainments are given in the evenings. Clubhouses are operated at Cristobal, Gatun, Pedro Miguel, Ancon, and Balboa. Clubhouses for colored men are at Cristobal and La Boca, adjoining Balboa. In addition, there is the house of the Salvation Army at Cristobal especially conducted for seamen. A Salvation Army seamen's home is being built at Balboa, near the land end of Pier 18. The Salvation Army provides meals and lodgings, and facilities for table games, reading, and writing. It is hoped that conditions will make it possible, in the near future, for the International Seamen's Union of America to establish a permanent agency at a convenient location in the Canal Zone.

Labor Day of 1919 finds the various District organizations of the International Seamen's Union of America in better shape numerically, financially, and otherwise, than ever before in history. Of course, the strength and influence of the organizations has its reflex in higher wages and improved working conditions for members. "Recognition of the Union" and the right to collective bargaining are scarcely disputed these days. But we are apt to forget that it has not always been thus. A quarter of a century ago Seamen's Unions were few and far between. "Recognition of the Union" was sneered at. Crimps and other waterfront leeches were yet in their glory. And it is well to remember that every change for the better made during the last 25 years has come solely and wholly through the Seamen's organized effort. That single thought would furnish the text for a first-class Labor Day sermon—but it is intended only as a reminder.

The so-called Densmore report has been published by the United States Government and the story of the frame-up on Tom Mooney and his associates can be had in full as written by an agent of the United States Department of Labor. Write to your representative in Congress, or to the Government Printing Office, Washington, D. C., and ask for a copy of House of Representatives Document No. 157, 66th Congress, 1st session.

Late reports from Boston and Gloucester indicate that the Fishermen's Union of the Atlantic has won, or is about to win, practically all points contended for in the strike which has been in progress for some time past. More power to the Atlantic Fishermen! They have made a winning fight from the very beginning.

The U. S. Army Transport "Dix" sailed from San Francisco for Manila, on August 24, after a delay of forty-eight hours which time was consumed in unwinding red tape and securing permission from Washington to pay the crew the going wages of the port.

SEAMEN'S WAGES IN EUROPE

British Seamen's Union Sends Representative to Assist in Wage Negotiations by Seamen in Scandinavian Countries.

The Journal is indebted to "The Seamen," official organ of the National Sailors' and Firemen's Union of Great Britain and Ireland, for a report upon the recent journey of Mr. Richard McGhee (as the official representative of that Union) to ports in Denmark, Sweden and Norway for the purpose of assisting the seafarers in those countries to secure the minimum wage, as fixed by the International Seafarers' Conference.

Comrade McGhee was one of the two fraternal delegates from the British Seamen's Union at the recent New York convention of the International Seamen's Union of America. He is a forceful speaker and is well grounded in the fundamentals of the trade-union movement.

The report follows, in full:

I embarked at Hull, on the steamer "Bernstorff," for Copenhagen, on the evening of May 27, arriving in Copenhagen on Friday, May 30, accompanied by Mr. Damm, Secretary to the International Federation. We were met on the arrival of the steamer by a deputation of the Seamen's Unions, and, after we had secured rooms at the Hotel Cosmopolite, we took counsel with some of the local unions' delegates, who had been in conference with the Danish shipowners, discussing the questions of wages, hours of employment, and rates for overtime on shore work. We learned that just at the time of our arrival the shipowners were showing a firmness to resist the demand for a standard rate as in operation in the United Kingdom. After our conversation the delegates returned to the Conference, and our arrival was announced to the Conference, together with the objects of our mission. The shipowners were informed that no settlement could be sanctioned by us unless the British standard of wages was adopted in Denmark. They were told the substance of the conversation which had taken place between the Union delegates and ourselves, and which was to the effect that if the standard wages were refused, and the men forced to resort to a strike, we would support them generously with funds, would guarantee that no ship in a British port belonging to Denmark would be either loaded or discharged, and that no British seamen would take service on any Danish ship while the strike lasted. At a subsequent meeting with the whole of the Union delegates to the Conference, which was held later in the afternoon, we were told that our decision was effective in bringing the shipowners to an immediate acceptance of the Union claims, and that afterwards the minor questions were easily adjusted. Some of the "minor" questions were of vital importance, and in pressing the Union demands for some of them we pledged our support. One of the questions was the "three shift" work in stokehold, and on deck. In the stokehold the "three shift" was conceded without much debate, but the "three shift" on deck was a more difficult matter to adjust. The Conference opened on Saturday, May 31st, and adjourned without being able to settle definitely the "three shift" question on deck; and meetings of the men were held the same night at 7 o'clock to consider the point in dispute. We saw that firmness would secure all that was asked for, and we encouraged the men, quietly to hold firm, which they did, and at 10 p. m. the Conference reassembled and sat till 4 on Sunday morning, at which hour the shipowners finally agreed to the "three shift" on deck as well as in the stokehold, with some little time allowed for bringing it into operation. Thus, every point in the claims made by the Unions had been won, and it filled the men with enthusiasm. On the day following, June 2nd, a joint meeting was held to either ratify or reject the terms, and this meeting I addressed. I pointed out that the men were profoundly indebted to their capable delegates who, with wisdom, skill, and moderation, had conducted their side of the negotiations, and had won for the seafaring men of Denmark a splendid victory. I emphasized the points won, in wages, in hours of work, both on ship, and on shore, the big increase in the overtime rates, and in the establishment of an 8 hour day, both on ship and on shore; and I congratulated the shipowners upon the wise discretion they had shown in the negotiations, which I said would pay them in the end better than if they had had to make the concessions after a trade-destroying strike. At this meeting of men there appeared a few who urged that a strike should still be made unless the Government would set free some political prisoners who had been found guilty of starting a riot, which they called a revolution. I was strongly appealed to for a declaration of British support of a strike to be continued until the prisoners were set free.

(Continued on Page 11.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Aug. 25, 1919.
Regular weekly meeting came to order at 7 p. m., Ed. Andersen presiding. Secretary reported shipping good; members ashore increasing. Nominations were made for delegates to the annual convention of the California State Federation of Labor, to be held at Bakersfield, Cal. The election will take place the third Monday in September at the regular meetings held in San Francisco and San Pedro.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg. 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., August 18, 1919.
No meeting. Shipping slow.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., August 18, 1919.
Shipping fair; prospects uncertain.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, August 18, 1919.
Shipping medium.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, August 18, 1919.
Shipping quiet.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, August 18, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel Main 557.

Portland Agency, August 18, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.
88½ Third Street. Tel Main 6013.

San Pedro Agency, August 18, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, August 11, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 22, 1919
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, August 14, 1919.
Shipping good.

J. LEONARD NORKGAUER, Agent.
Grand Trunk Dock. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 14, 1919.
No meeting. Shipping good; few members ashore; great demand for men.

JOE MACK, Agent.
613 Beacon Street. Phone Sunset 336. P. O. Box 54.

DIED.

Fred Lotus, No. 138, a native of Russia, age 59. Died at sea, August 5, 1919.

Axel Pettersen, No. 1442, a native of Norway, age 39. Died at Tahiti, Society Islands, June 9, 1919.

Jan Smith, No. 1750, a native of Holland, age 44. Died at Port San Luis, Cal., May, 1918.

W. E. Mahoney, Portland marine writer, has assumed his new position as assistant publicity director for the department of sales and supplies of the Emergency Fleet Corporation. The new department, which was created to take care of the disposition of materials and supplies left over after cancellations of contracts and completed building program, has a vast amount of work ahead of it.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

Surface excitement over union labor's plan to dispose of the railroads has subsided somewhat. While increasing strikes in every part of the country prove that the brotherhood chiefs did not exaggerate when they told President Wilson that high prices were breeding revolt, the hostile newspapers are inviting the public to stick its head in the sand and pretend that all danger is past.

But the cost of living and labor's plan for operating the railroads are so closely bound together that they cannot be separated. This central fact is fully appreciated by the President of the American Federation of Labor, no less than by the Railroad Brotherhoods. Standpat editors all over the country had begun to say that Mr. Gompers should hurry home from Europe and teach the American wage-earners that they must not tamper with the vested rights of the railway owners. But Gompers did not tarry in making known his complete support of the Plumb Plan. In a copyrighted dispatch from Paris on August 13, the United Press quotes the labor chief as saying:

"American railway workers intend not only to compel the Government to take over the railways, but will demand, as the logical next step, that labor be granted a permanent, equal voice in railway administration. The railways must be brought under suitable control, made up of Government, laborers and technical experts. At present none of these elements has a real voice in any matter of importance concerning the railways.

"The first step in changing the situation would be for the Government to take over the lines. The next step would be admitting representatives of labor and representatives of the Government into the administrative council. The Government's failure during the war was due to its methods as well as to abnormal conditions. It can't be expected that a man like McAdoo, who had not the slightest knowledge of railroading, would be able to handle the situation, even in peace time. . . . We will insist that rail experts, not merely politicians, be placed in charge of technical questions.

"Solution of the whole problem rests with the co-operation of three heretofore conflicting interests—labor, Government and the owners. Labor is fully justified in its present steps, as it has not received the slightest consideration in the past. . . . Present conditions are extremely unfair. Previous methods have failed to achieve legitimate results. Hence we will be forced to use other means."

The Senate Committee on Interstate Commerce will report during the present week its bill to dispose of the railroads. This measure will be known as the Cummins Bill, Senator Cummins being Chairman of the Committee. Under this bill it is proposed that the railroads be returned entirely to their private owners, with the power to fix rates preserved in the Interstate Commerce Commission. The only novelty contained in the measure is a plan to divide the country into sixteen different regions wherein the conditions and problems of transportation are relatively similar, and thereafter to have the Interstate Commerce Commission fix traffic rates applying equally to all the roads within each of such regions. Cummins insists that his bill would preserve and stimulate competition between the different lines, however.

The Iowa Senator discussed this subject at some length with your correspondent, and seemed anxious to preserve his reputation as a friend of labor.

"I have stood with union labor for many years and helped it to procure recognition and a greater measure of justice," he said. "I believe the average manual workman is still underpaid and must be given a greater share of the wealth he helps to produce. But I must part company with labor on the Plumb Plan, as I was compelled to do when it advanced the Adamson Eight-Hour Law to enactment. If our civilization is to survive we must preserve the two classes of employers and employees. Under the Plumb Plan private owners and employers would be eliminated from the railroads, which would pass under the complete control of those whom we now term wage earners. The Soviet system is one in which the workers in an industry or a community are the dominant class there. I am opposed to the Soviet system, therefore I must oppose the Plumb Plan."

I quote these remarks of Senator Cummins because he and his bill typify the most respectable and constructive opposition to the purpose of organized labor. He views with a sense of alarm, which millions of Americans share, any weakening of private ownership of the great public necessities, or of the means for their preparation and distribution. But millions of other Americans, who once shared the Cummins fear, have for nearly a generation past watched in patience while the Iowa statesman and his prototype applied their theories of public control to the railroads and other monopolies. The Plumb Plan is based squarely on the contention that these applications have failed—that we must divorce private capital from the railroads, simply and only because it has failed and now threatens the people with redoubled hardships if continued. It will be the duty of all Americans, especially of the organized workers, to compare the Cummins Bill, detail for detail, with the Plumb Plan and see wherein it offers an answer to the workers' indictment of private ownership.

Meanwhile the strikes continue. The Brooklyn transit workers have won complete recognition of their union, after tying up the lines for almost a week. Workmen on the underground and elevated lines in Manhattan and the Bronx are encouraged to believe that they too can find relief from high prices by wringing higher wages from the Interborough Rapid Transit Company. They are preparing to demand $1.00 an hour for motormen and 75 cents an hour for all others—a general increase of fifty per cent. A 10 per cent. increase is scheduled to go into effect on September 1, but the workers declare that is not enough to meet the soaring price of necessities.

Ten thousand painters are on strike in New York City, demanding $1.00 an hour, and some 30,000 railway shopmen are reported still out at present, in spite of President Wilson's advice that they return to work pending further consideration of their six-months-old request for more wages. In Washington 640 policemen have joined the new Policemen's Union, while only fourteen men attended a simultaneous meeting of the older Policemen's Association, which is now said to consider asking to be merged with the progressive younger body. The cost of living is almost the sole stimulus to this movement, the public guardians finding that they cannot procure justice except by the force of united protests.

In the New York district 120,000 cigar makers are on strike, in addition to an undetermined number of plasterers, machinists, brassworkers, shirtmakers, furriers, dressmakers, and others, while 27 international unions are threatening a general strike in the building trades that would involve 1,500,000 men in all parts of the country. Pittsburgh and East St. Louis have trolley strikes, and Allied Iron and Steel Workers of Chicago have voted overwhelmingly in favor of a general strike if necessary to obtain higher wages. Brooklyn milk drivers are demanding $50 a week and a 2 per cent. commission on all bottled deliveries.

Thirteen theatres along Broadway are still closed by the sensational strike of actors which began early last week. The striking body is known as the Actors' Equity Association, and it contains some of the most widely known entertainers on the American stage. Their strike is at bottom a protest against the rank commercialism that prevails in the amusement world, and which has given the sensitive stars of the theatrical world a taste of the inconsiderate treatment which ordinary wage-earners have always had to contend against. The actors have now been joined by a rebellion of the lesser stage lights, the Chorus Equity Association, which has more than 1,000 members after a few days of existence. Hugh Frayne, organizer of the A. F. of L., and P. J. Shea, president of the Stage Hands' and Picture Operators' Union, are assisting the men and women of the chorus to attain their ends.

The grievance of the girls has been stated by one of them:

"We are workers, and we are ladies, and we want a chance to make an honest living. We demand managers who are gentlemen, and if they can't be gentlemen they can't deal with us. We are tired of being sworn at and of having the public take it for granted that we haven't any morals. Well, it's hard to keep your morals when you don't get enough wages to live on, and when the managers, the public, everyone, is ready to pull you down. We are human beings, and we want a decent chance like the rest." And a chorus man adds: "We are not jokes. We are men and we want to be treated as men and gentlemen."

The chorus strikers submit this list of demands: A minimum wage of $40 a week while playing in New York, and $50 while playing on the road; railroad and Pullman fare while traveling; half pay during rehearsals after four weeks, and full pay for all extra performances; collective bargaining. Stockings and shoes purchased for use at performances to be paid for by the management.

Reporters who attended the chorus strikers' meetings have been so impressed by the seriousness of the men and women, and the justness of their cause, that they have quit writing alleged funny stories about them, and now inform the public

that the strikers are for the most part hard working young people whose average salary is $25 a week. And they quote with sympathy the assertion of one girl: "On $25 a week a girl can't dress the way she must if she wants to please the manager and keep her job, and there is always a Johnny at the stage door to tempt the girl whose rent is not paid and who doesn't know where the next meal is coming from. A girl may be another Elsie Ferguson in looks and everything, but if she hasn't got her complexion on and good looking clothes, she's got a fat chance to show her talent. You've got to keep your nails manicured and your shoes looking nice—well, you've got to be a good looker from your head to your feet."

Another symptom. The newspapers report that a group of physicians employed by insurance companies and other corporations in and about New York have applied for admission to the A. F. of L. as a regular labor union. These doctors find they are like the chorus girls and coal miners in the fundamental fact that they crave respectful treatment and enough money to support themselves and their families. This era of painful prices is very hard on everyone, but it will be worth the experience if it teaches a majority of Americans the big truth that men form labor unions because they have positive grievances and know of no other way to correct them.

Incidentally, but importantly, political officials find themselves in the ludicrous position of having to berate the profiteers to stand in with the growing host of restless labor, and at the same time having to shout "Bolsheviki!" at the strikers to curry favor with those who stand pat and have no remedy for any problem. It is this futile attitude of shilly-shally which makes organized labor believe the time has come when it must lay its own constructive proposals before the American public. If that be revolution, the standpatters will have to make the most of it.

A COMPLAINT FROM THE SICK.

Editor, SEAMEN'S JOURNAL:

As a member of the Marine Cooks and Stewards' Association of the Atlantic, I take great pleasure in writing to you. We have a great many members down here suffering with tuberculosis, some of them have been pronounced cured, but are compelled to stay because they have not the necessary funds to pay their transportation home.

Soldiers and naval sailors here who recover from their disease receive transportation and compensation to the amount of thirty dollars per month while they are disabled. These men deserve it because during the great world war they risked their lives for the great cause of liberty. The Red Cross and K. of C. are supplying them with candy, cigarettes, tobacco, shoes and clothing, but no one thinks of poor Jack the Merchant Mariner who risked his life to carry food, ammunition and supplies to those men. The Merchant Mariner was the man behind the man behind the gun. Many of my dear comrades are asleep in the deep as the result of submarine warfare and those that are here are suffering from the great white plague caused by colds and chills while they were exposed to the weather in open boats caused by the torpedoing of their ships. These men were game, they tried again and again, and in my estimation they deserve just as much credit as the Service Man.

It is a certainty that they deserve better recognition than they have been getting. Picture a sailor aboard ship every day and night, keeping a look-out for "Subs." You are relieved at eight bells and go below for rest as sleep is impossible when you are in the War Zone. The incessant ringing of the bell tells you to get to your boat as you have been attacked. If you are lucky you get saved to serve the rest of your life in a T. B. sanatorium where the world forgets you and you become an outcast. Do you think this is a square deal for the Merchant Mariner?

We Merchantmen have had none of the praise that is going around, we did not even rate the uniform as the Navy denied we were sailors and yet Admiral Sims says in an article for The Baltimore American that if it had not been for the Merchantmen there would have been another tale to tell.

I hope some of our boys may read this article and know how their shipmates have been treated and try to get the boys that are cured transportation from here. Hoping you will publish this in the JOURNAL, I remain,

Respectfully yours,
JOSEPH O'CONNOR,
Member of the Marine Cooks and Stewards' Association of the Atlantic.

U. S. P. H. S. Hospital, Greenville, S. C., August 10, 1919.

"VOTES FOR SEAMEN."

"Votes for sailors" is the slogan of the National Seamen's Franchise Association, now being organized at New York to work for legislation giving seamen the right to register their votes at National, State and local elections.

Sailors usually lose their votes because absent from their election districts on registration and election days. Legislation to permit them to vote by mail, such as has been sought by traveling salesmen, railway men and others whose work keeps them away from home much of the time, is advocated by the Seamen's Franchise Association. The association was formed at a meeting of delegates of the Masters, Mates and Pilots' Association, the Marine Engineers' Association, the Seamen's Unions of the Atlantic, Gulf and Coast, the Firemen's Union and Marine Cooks and Stewards of the United States.

S. B. Axtell, who is organizing the franchise association, said:

"Men in the United States without a vote are not represented. The mere existence of a right to vote is nothing without the creation of the machinery by which the votes may be registered, and only with the creation of this machinery will seamen be represented in Congress and the State legislatures.

"Then the seamen will be considered, and no political party will omit his interests when drafting its national platform. No President, or member of Congress, or United States Senator, or member of any of the State legislatures, will overlook the interests and welfare of the human beings aboard American vessels.

"The people of the United States to-day are in a receptive mood to this step. Woman's suffrage has just been granted. The crews of railroad trains desire absentee voting privileges. Traveling salesmen are clamoring, and have been for years, for it, and for sensible legislation that will permit them to register their votes.

"If democracy is to function for the seamen as well as these other classes; if representative government is to be representative in fact as well as in name, then the election machinery must be altered so as to provide for the proper and efficient registration of their votes."

An American officer lying wounded on the battlefield was amazed by the sight of a German officer walking toward him with stately precision. Every once in a while, however, his impressiveness would start and twitch as though something were jabbing him from behind. And such proved to be the case, for as the bemedaled officer drew close, up from behind him loomed a gigantic darky doughboy, grinning from ear to ear. "Look at him, look at him, boss," he gloated. "Ah' doan know what-all Ah's got, but Ah shuah am bringin' it along."

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

purpose, there is no conservatism to be found in the American Federation of Labor. The American labor movement is a sternly radical movement and is the more radical by reason of constructive character of its radicalism.

"Organized labor knows the injunction as an instrument in the hands of reactionaries and bourbons to crush the hope and ambition and struggle of the wage earners for a brighter day and a better life. The injunction loses all character as a proceeding in equity when it is used as an instrument for the suppression of constitutional rights.

"Labor firmly believes that the courts usurp certain powers which come into direct conflict with certain rights definitely and specifically guaranteed by the constitution of the United States and it admits to no institution and no set of men the right to abrogate any section or provision contained in that document.

"Labor regrets that certain newspapers have found it impossible to uphold the Constitution in this respect. Labor would like to see the voice of the American people raised in unanimous demand that abrogation of the Constitution and denial of the rights guaranteed by the Constitution be ended forthwith and forever."

Poor Mothers Defended.

Miss Julia C. Lathrop of the Federal Children's Bureau defends poor mothers who are charged with ignorance in the care of their children. In justifying her position Miss Lathrop quotes Sir Arthnr Newsholme, medical officer of the English local government board:

"Maternal ignorance is sometimes regarded as a chief factor in the causation of excessive child mortality. It is a comfortable doctrine for the well-to-do person to adopt, and it goes far to relieve his conscience in the contemplation of excessive suffering and mortality among the poor.

"There is little reason to believe that the average ignorance in matters of health of the working class mother is much greater than that of mothers in other classes of society. But the ignorance of the working class mother is dangerous, because it is related with relative social helplessness. To remedy this, what is needed is that the environment of the infant of the poor should be leveled up toward that of the infant of the well-to-do, and that medical advice and nursing should be made available for the poor as promptly as it is for persons of higher social status."

The official report of the Georgetown University seismological station, Washington, D. C., shows that during the year 1918 there were recorded on the seismographs ninety-eight earthquakes. From dispatches received the location of thirty-seven quakes of importance was ascertained. Of these three were disastrous, the first occurring in Guatemala, the second in China, and the third in Porto Rico. No disturbance of any consequence is tabulated as having taken place in the United States.

A LABOR DAY MESSAGE.

(Continued from Page 2.)

"Star of the East" for their redemption from the economic slavery that is now smothering them.

Civilization owes to the Labor Movement a debt of everlasting gratitude for its stanch Americanism. It has fixed its face like a flint against the I. W. W., who preach the philosophy of hate and destruction. The Organized Labor Movement is the bulwark against the inroads and machinations of that un-American organization. The I. W. W. seeks to destroy the growth and success of the American Labor Movement, claiming that the Federation is too slow, that it is dominated by capitalistic influences. These men remind one of the Chinaman who jumped overboard to keep the ship from sinking. If they were really in earnest, or if their cause were logical, there would be no necessity for them to preach and practice the philosophy of hate that they do whenever and wherever opportunity presents itself for them to preach and spread the poisonous vapor. The bona fide Labor Movement has learned the truthfulness of the adage, "Thrice armed is he who hath his quarrel just." Organized Labor has nothing to fear from this hydra-headed monster that pretends to be what it is not, and what it is it pretends not to be. Listen! These same preachers of the philosophy of hate when confronted by their own short-sightedness and their own sins, and are in the meshes of the law, turn for assistance to the Organized Labor Movement to which they have given time and spent money to try to destroy, claiming that they are no worse than capital, which is trying to hinder and destroy the bona fide Labor Movement. In this confession, however, there is much merit, as the capitalists have their I. W. W. who are at cross purposes with everything that squares with humanity and which aims to give the workingman an opportunity to better his condition and broaden and sweeten his life.

The American Federation of Labor has taken up the cross of the overburdened workers of the land, and is going about its task in a common-sense, practical manner. It is not asking the impossible, neither does it expect to revolutionize society in a day. It realizes the impracticability of putting a pair of No. 10 boots on a 4-year-old boy, and appreciates the fact that it will not only retard the growth of the boy, but completely destroy the utility of the boots. Its program is to keep the boy healthy, minister to his mind and morals, and when he reaches man's estate he will then don the No. 10 boots, which he will wear in his every-day, common-sense efforts, and gradually remove the obstacles that he finds in the pathway of the progress of his class. By his class I mean the men and the women who do the world's work and furnish the lubrication for the machinery of life.

I have said (and the thought is worthy of repetition) that the Labor Movement has the sanest and most workable program for preparedness against the invasion of a foreign foe of any that has been submitted to the American people for their consideration—namely, it stands for a living wage, for an eight-hour day, for a sanitary workshop and for the elimination of child labor, for equal wages for equal work of men and women. When this program is put into operation it reflects itself in the lives of the race by producing a healthy childhood, a virtuous womanhood, and contented, vigorous and manly manhood, which, again let me say, is the only preparedness that prepares the citizens of any country to live and to die for their country.

No country is safe that encourages—let me change that—that compels men and women to go through life single. Nature intended and the Good Book says, "Man should not live alone." The Labor Movement program is to bring about a condition whereby a man who has reached his majority can earn a sufficient wage to justify him undertaking family responsibilities, when he meets the maiden of his choice, that he is neither afraid nor ashamed to ask her hand in marriage, realizing that when the little ones come along he will be able to provide for their needs and equip them mentally and morally for Life's battle. That, then, is the preparedness program of the American Labor Movement.

I pause for a suggestion from some of the "uplifters" who are willing to do everything for Labor with the exception of permitting Labor to attend to its own business, thinking that the man whose hand is hard and whose form is bent from bearing more than his portion of the world's work is incompetent to work out his own economic salvation. I pause and listen for a suggestion from our "pink-tea friends" for a program that will surpass in soundness and in true Americanism the one herein submitted, and one that will better serve and promote the interest and the comfort of the toiling millions.

This plan has stood the test of the most virulent opposition, and, like the Hebrew children of old, has come forth without the smell of fire upon its garments. No movement has been more maligned, vilified and misrepresented than the Labor Movement. Injunctions have been served and laws have been passed with the one thought and one hope in mind—to stifle the progress of the movement.

Let me say to the trade unionists who may read this article to take heart. The Organized Labor Movement was born in necessity and suckled at the breast of humanity. The Labor-haters might as well attempt to sweep back the waves of the ocean with a hatpin as to attempt to destroy this great movement, the principles of which are as high as heaven, deep as earth, broad as space, and as long as eternity—principles that appeal to every atom of sincerity in our composition, every fiber of love in our hearts, and every grain of gratitude in our souls; principles that will last as long as "the earth produces a plant or the ocean a wave."

As to the Labor-haters who attempt to force their conclusions upon the common people through paid advertisements in the subsidized press, their ravings are the vaporings of a diseased mind. In the language of Shakespeare, "It is a story told by an idiot, full of sound, full of fury and full of nothing."

The man who in these days will seriously debate the affirmative of the question, "Resolved, That trade unions are a menace to the prosperity of the country," belongs to that order of persons who, when the case goes against them, find their only relief in cursing the court.

SEAMEN'S WAGES IN EUROPE.

(Continued from Page 7.)

I was asked whether I knew that the men in prison were fellow-workers of the seamen, who had been sent to prison for doing no more than delivering speeches. I at once replied to the challenge, and in a few direct sentences, told the meeting that we would not in any shape, or form, be parties to a strike for such objects. We were here in connection with the demands set out in the program of the International Seafarers' Federation, all of which had been secured at the Conference, and there our mission ended. But, having in mind that the shipowners and the Government were both likely to hear of the purport of my speech, I added, that in case a strike was made for the political purpose indicated, we would not only refuse it support, but we, in all likelihood, would give our support to the other side, for we were profoundly convinced that such a strike could lead to nothing but ruin for trades unionism. This declaration was warmly applauded by the meeting. I went on to say that there were other, and far more effective, means of working for the release of the prisoners, and the settlement that had been now effected between the shipowners and the seamen's unions would satisfy the Danish Government that there was nothing revolutionary in the trades unions, nor even in the working men of the country, and most probably, that fact alone would secure the release of the prisoners much quicker than a strike. This also was cheered by the meeting, and on the day following five of the prisoners—four men and one woman—were set free. To the executives of the Unions and to meetings of the men I addressed four speeches altogether in Copenhagen. My speeches were translated to the meetings by Mr. Damm, and I have reason to know were translated faithfully. But, besides, a great many of the men understood English, as was plain by the general applause at points which were intended to be effective. This finished our work in Denmark, and its success made our work in Sweden and Norway easy and simple. It was a great success, and the officials of the several unions expressed their warm appreciation of the service rendered to them by the National Sailors' and Firemen's Union of Great Britain and Ireland for sending us at a time so opportune. They frankly informed us, that, if we had been only a few days later in arriving the chances were that the Conference would have broken up without a settlement, and a strike would have followed.

We wired the result of the Conference to the unions in Sweden and Norway, and informed them when we would arrive with them. Three days were spent in getting our passports set right for entering Sweden and Norway, and on Thursday, June 5th, we left Copenhagen for Gothenburg, where we arrived early on the 6th of June. On that night we had a magnificent meeting of all three unions, the firemen's union, the seamen's union, and the union of cooks and stewards. At it, we urged the triumph of Denmark, and again pledged the support of the National Sailors' and Firemen's Union of Great Britain to the extent of large financial support, and in all other ways, as we did, when we arrived in Copenhagen, to the Danish unions. The enthusiasm was intense in the meeting, and for the first time we raised the question of the three unions linking up in unity, for any trouble that might be imposed upon them by the shipowners refusing the Danish terms of settlement. A strike had taken place some months ago among the seamen for better wages, but the firemen, being under a contract, could not join in it, and it not only proved an utter failure, but the most tyrannical terms were forced upon the defeated men. Next day we learned from the officials of the unions that the shipowners had made offers to them of wages, somewhat approaching the wages in Denmark, but the delegates had declined to accept the offer. They told us they would now insist on the Danish terms, and as soon as the contract with the firemen's union ended, which it does on July 7th this year, they would unanimously tell the shipowners that they must pay the wages of Denmark or face a strike. They welcomed us in Gothenburg, for our presence, they were convinced, would secure their men the standard wages, and the other concessions secured in Denmark.

I am satisfied that the shipowners will accept the position, and will settle on satisfactory terms rather than at this moment face a strike, which would be supported by the British Union and the International Federation. On Sunday, June 8th, we traveled from Gothenburg to Christiania, and on Monday, the 9th, we had our first interview with Mr. Gulbrandsen, President of the Norwegian Union, and we discussed with him the situation there. He was not sanguine at that moment that the Union would be so successful as the unions in Copenhagen had been, and when I heard the comparative number of seamen in the Unions, and the numbers not in any unions, I was not surprised that the shipowners were a bit stiff when discussing demands that were being made on behalf of the unions. We urged Gulbrandsen to utilize the fact of our presence, and mission, strongly upon the shipowners, and next day he did so, with the result that almost without a word of objection the entire terms of the Danish unions were accepted, and agreed to, by both sides. The Wednesday and Thursday were occupied in working out details, and on Thursday evening we had a dinner to celebrate the victory. On Friday the contract was duly signed by the several members of the Conference on both sides, and the work was finished.

At the request of the Finance Committee, I undertook the mission to Scandinavia, but with some misgiving as to the prospect of success. Having spent over three weeks in the work of advising and taking counsel with the officials of the several unions, I am now satisfied that the suggestion of the mission was an inspiration of the President, J. Havelock Wilson, M. P. But for it, the shipowners of Copenhagen and the shipowners of Norway would not have accepted the standard wages; nor would they have consented to the "three shift" on deck, and in the stokehold, nor to the increased rates of pay for overtime, nor to the eight-hour day, and a strike would have been the instant consequence, which would in all probability have ended in disaster for the men and the union. In any case, it would have involved our union in a large expenditure, and might have brought us into a strike also. All these possible disasters have been now avoided by the bold step the Finance Committee took in sending a representative to the spot, with considerable powers to assure support in the event of it being necessary. In this report I have not so far said much about my colleague, Mr. Damm who accompanied me during the trip. He was present at all interviews, meetings and conferences, and, in fact, arranged most of them. He, besides interpreting my speeches, delivered an equal number of his own. I have sound assurances that he gave a true and faithful rendering into Danish of what I said in my speeches. He did not spare himself from the moment we landed on the quay at Copenhagen until we sailed from the quay at Christiania, and it is but simple justice to him to say that the success of the mission was mainly due to his energy and good sense throughout, and finally I desire to place on record my warm thanks to him for his attention and services in marshaling together the details of the mission.

June 21st, 1919.

(Signed) RICHARD McGHEE.

KAISER IS OF FRENCH DESCENT.

Truly declared Buddha, "The hand that strikes you is your own," or, as another prophet expressed the same idea, "A man's foes are they of his own household."

Strange, therefore, as it may truly seem, the German Kaiser, who five years ago plotted the devastation and overthrow of France, and launched against that devoted land the most monstrous war of history, is himself of French blood and French descent, descended, indeed, from one of the most famous and noble figures in the annals of France, that of Admiral Gaspard de Coligny.

A daughter of Admiral Coligny, so the annals run, in 1583 married William of Nassau-Dillenburg. From this union was born Frederick Henry, Stadtholder of the Netherlands; and his little daughter, Louise Henriette, married Frederick William I of Brandenburg, the Great Elector. The son of the Great Elector, Frederick I, King of Prussia, married the Princess Sophia Charlotte, who bore him eleven children, among whom was a Princess Wilhemina, who was the great-great-grandmother of the present Queen Wilhemina of the Netherlands.

Snch is the descent of the queen from Admiral Coligny, in the ninth generation.

Frederick I of Prussia was succeeded by his own son, Frederick II, called the Great, who in turn was succeeded by his nephew, Frederick William II, who again was succeeded by Frederick William III. Two sons of the latter reigned in turn, Frederick William IV and William I. The last-named became German Emperor in 1871; was succeeded by his son, Frederick, and he, finally, by William II.

The late Kaiser is therefore descended directly from the great French admiral, in the tenth generation.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

The Savage Arms Company of Utica, N. Y., has increased wages of its union metal polishers from 45 cents to 60 cents an hour for day work. Piece work rates are proportionately advanced.

The recent order that no woman shall be paid less than 22 cents an hour in Wisconsin is protested by some manufacturers, who claim they are facing ruin and starvation. The State Industrial Commission will listen to the tales of woe, but in the meantime the 22-cent rate must be observed.

For fifteen years four large cabinet making concerns in St. Louis, Mo., have operated on a non-union basis, but have finally signed union shop agreements with the carpenters' district council. One manager said his experience during the war convinced him that union shop methods and union mechanics were the best.

To enforce a 25 per cent. wage increase nearly 7000 cigar makers at Tampa, Florida, have suspended work. Several thousand other employes are idle because of the strike. A few manufacturers have granted the demand, but a majority of the employers insist that a ten per cent. advance is all that they can afford.

The new minimum wage for women workers, minors and apprentices in Minnesota is now in effect. In cities of 5000 population or over the rate will be $11 for a week of 48 hours and 23 cents an hour for additional hours for women workers, with a graduated scale for apprentices during the first nine months. In municipalities of less than 5000 population the rate will be $10.25 a week and 21½ cents for additional hours.

The Milk Wagon Drivers' Union of St. Louis has signed a contract with the Pevely Dairy Company, after a three-years' fight. In 1916 this and other concerns attempted to smash the union and the venture started one of the bitterest contests in the labor history of the city. Union men were shot down by imported strike-breakers. The company concluded to make peace when a second strike started recently among its "unorganized" drivers.

The Department of Labor has appointed Miss Grace Abbott to assist the organization committee of the International Labor Conference which meets in London to arrange for the first conference at Washington, next October. The labor conference was created by the peace treaty. America's representative on the organization committee is Professor Shotwell of Columbia University, who is also assisted in London by Ethelbert Stewart of the Department of Labor.

Employes of the Buda Company at Harvey, Ill., manufacturers of railroad supplies, are discussing trade unionism, and the manager "takes his pen in hand." Result: Long letters to said employes that the plant will be operated on the "open shop" basis, that any and every employe with a grievance will be listened to and therefore it is not necessary for them to be fussing around trade unionists, which at best is an expense in these days of H. C. L. The manager cannot understand why his "hands" attended a meeting and listened to a discussion of conditions at the Buda plant by men who are not on the pay roll of the company.

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LOCAL STAMP

G. W. Perkins, President, C M I U of America

Seattle, Wash , Letter List.

Under a rule adopted by the Seattle Postoffice, letters addressed in care of the Sailors' Union Agency at Seattle can not be held longer than 30 days from date of delivery. If members are unable to call or have their mail forwarded during that period, they should notify the Agent to hold mail until arrived.

Aase, Olaf
Abrahamson, Helftan
Abolin, K.
Abrahamson, John
Anderson John (6)
Adams, A. D.
Anderson Adolf (4)
Anderson Harry (2)
Anderson, Chris
Anderson, John -1800
Andresen, Jorgen
Anderson, Albert H. (2)
Anderson, Charles
Andersson W. (2)
Anderson Rasmus
Anderson, Sextes
Andersson, Gustav
Andersen Alf. -1638
Anderson, Albert
Andersen, Olaf -2099
Andersen, Herman
Anderson, John N.
Anderson, Julius
Andewig, H.
Antonsen, Martin(3)
Akerstrom, O. R.
Antonsen, Anton G.
Aiquist, Cris
Alexis, H.
Aspengreen, E.

Bang, Oskar
Backlund, K.
Backman, Axel
Backstrom, F.
Belmont, Joe
Berg, Wm.
Beversdorf, E.
Bertleson, Bertle J.
Bergkvest, Axel
Berentsen, A. M.
Berkland, Hans J.
Bibbs, Golden S.
Bjorseth, K.
Bjorkstrom, A.
Bloomgren, Adolf
Bodie, Wm.
Boyle, James E.
Bolstad, Alf.
Borgan, Arne
Brown, Calvin H.
Bratson, Jos.
Bruce, Albert
Brun, Dick
Burgiss, J. W.
Bund, Nils
Burggraf, Albert

Campbell, John
Camino, C. C.
Carlson, Herbert
Carlsen, Gust.
Carlin, Carl A.
Cartveit, C. C.
Carlson, Gus.
Carlson, Oscar -454
Carlson, John -1586
Carlson, Ingwald
Carlson, C. A.
Carlson, Chas. H.
Carlson, Gunner
Carstensen, Carsten
Casperson, Carl
Carruthers, M.
Clausen, Christ.
Corron, George R.
Cochrane, Robt.
Cortes, P.

Dahl, Ole
Davies, Chester O.
Davies, E. R.
Delaney, John
Dehler, J.
Dekker, D.
Ditmanson, D.
Dreyer, J.
Dunwoody, George
Douglas, W.
Dunn, W. G.
Dutton, H.

Enoksen, A.
Eliassen, H. O.
Elstad, John
Elze, Carl
Ellis, J.
Elling, Alfred
Elisen, Sam
Evsner, Ingvar
Erikson, Erik
Erikson, Otto
Erickson, K.
Erickson, J. R.

Forevaag, C.
Fair, Phalti
Feedge J. A.
Ferguson, Robt.
Felsch, C.
Flatten, James G.
Flemming, M.
Fox, Andrew
Folks, H.
Fuve, A. M.
Fuidge, E. W.
Franson, O.
Fredrecksen, F.

Gabrielsen, P.
Gamber, J. J.
Gerson, Chas.
Gibler, Karl
Groth, Karl
Grunbock, John
Gusjoos, O.
Gustafsson, O.

Hanson, Olaf
Hanson, Andrew
Hansen, John P.
Hanson, Josef
Hanson, Peter
Hanson, G. E.
Hanson, John
Halley, Wm.
Haraldson, Johan
Halseth, Ed.
Hasselborg, Gus.
Henrekson, E.
Hendreckson, H.
Holk, Geo.
Holmquist, Elnor
Holland, J.
Hill, F.
Hilliard, C. R.
Hunter, G. H.

Inglebretsen, Olaf
Iverson, Andrew
Isakson, Karl
Iverson, Ole

Jacobson, Johan
Janson, E. A.
Jansen, Emil
Jensen, Nils
Jensen, Henry
Jensen, Hans
Johnson, A. W.
Johansen, Ed.
Johnsen, Jacob
Johansen, J.
Johnson, Peter M.
Johansen, Karl -2127
Johnson, E.
Johnson, Peter -2313
Johnsen, A.
Johanson, Jakob
Johnson, G.
Johnstone, Walter
Johansen, Karl
Johnsen, John
Johnsen, Adler -2565
Johanssen, Erik
Johnson, P.

Karlstrand, G.
Kasti, H.
Karlson, K.
Karlsen, O.
Korsama, N. J.
Kallio, F.
Karlsen, E.
Kempson, M.
Kines, J. H.
Knudson, A. J.
Koppen, O.
Kother, H.
Koppen, B.
Kristiansen, J. A.
Karhanan, E.
Kutin, John

Larsen, Hjalmer
Larsen, Segurd
Larsen, G.
Lampi, F.
Larsen, Alex
Larsen, C. A.
Larson, E. G.
Larson, Fred
Lee, C.
Leskenen, F.
Leeuwen, A. V.
Lui, T.
Leeravacg, H. J.
Lidston, C.
Lorgeman, F.
Lund, Wm.
Luetter, T.
Lundberg, E.
Lundgren, C.
Ludersson, W. -1240

Mortensen, K. A.
Mathesen, Segurd
Mortensen, H.
Martindale, John
Mardinsen, C.
Malmqvist, C.
Manus, Johanus
Mordison, A.
Malone, B.
Mercer, H.
Meckelson, J.
Melby, V.
Meloen, Harry
Melder, Albert
Meskelsson, Erik
Mikkelsen, K. -1620
Miller, Frank
Miller, A. M.
Morrison, J. D.
Morken, M. L.
Moore, J.
Morrison, Wm.
Morgan, Wm.
Moor, Thos.
Moen, Robt.
MacKay, James
McGuire, T.
McKenzie, D. J.
McGuire, J.
MacKay, Thos.
McGregor, J.
McCoy, James

Nelson, Emil
Nelson, Carl
Nelson, A. C.
Nelson, A. W.
Nelson, John
Nelson, Robert
Neilsen, Axel
Noren, B.
Nord, C. W.
Nilsen, Andreas
Nilsen, Hans L.
Nimen, August

Olsen, Chris -1379
Olsen, Nic
Olsen, Albert
Olson, Adolph
Olsen, Ferdinand
Olnes, Laurits
Olsen, Arne
Olsen, Robert
Olsen, Hans
Olsson, C.
Olsen, Carl
Olson, John
Otterspear, Wm.
Overland, Oskar
O'Keefe, T. F.

Pakki, Emil
Paaso, A.
Paterson, P.
Paklesen, K.
Permin, Jens C.
Pederson, E. P.
Petterson, Adolf
Pederson, Carl
Pestoff, S.
Peterson, Karl E.
Pearson, Gustov
Pederson, John
Pettersen, Bjorne
Pedersen, Karl
Pelta, Henry
Peterson, Ole
Plantiko, W.
Powell, H.
Porter, A.
Punis, A.

Rasmussen, Christ
Rantenen, H.
Reenhold, Gustov
Robenson, W. N.
Rosenberg, Adolf
Rosenthal, W.
Rohman, G.
Rosenblad, Albin
Rund, Nils

Sandberg, Otto
Sandel, F. S.
Sather, H.
Sassi, W.
Schmidt, W.
Schuur, H.
Seppala, Emil
Seyfried, M.
Shoberg, J.
Simmons, John
Smith, Emil
Sodwick, Ben
Sorenson, H.
Solberg, Olaf
Talce, John J.
Tapper, A. E.
Tessabia, B.
Thorsen, Herman
Thammeson, Ole
Thorsen, Hans
Thorsen, Victor
Uhlnes, F.
Vesgood, Jens
Ward, D.
Waggoner, Sam
Walters, Al
Walters, Ted
Watt, John B.
Weld, L. A.
West, J. N.
Winter, Theodore
Sorenson, Tom
Sorger, E.
Strand, Alfred
Stentz, P.
Steffensen, S.
St. Clair, Thomas
Stratton, M.
Suominen, F.
Sundby, Alfred
Sverdrup, Thorwald
Svendson, John A.
Swanson, Wm.
Syversen, Oskar
Thorn, Arvid
Tonneson, Anton
Tomquist, Henry
Troverson, Louis
Tyrrell, J.
Tuorilla, J.
Voldby, P.
Wilson, Gus
Wilson, C.
Withberg, Alf
Williams, Lloyd
Wilhelmsen, Martin
Wirta, Geo.
Wullum, J.

Aberdeen, Wash., Letter List

Anderson, Andrew
Andersen, Olaf
Barrot, G.
Bengtson, S.
Brandt, Arv.
Burmeister, T.
Brun, Mattia
Brant, Max
Brandt, H.
Carlson, Osc.
Dean, J.
Dischler, P.
Doll
Gomes, M. G.
Halvorsen, H.
Hedrick, Jack
Jansson, Stefan
Jansson, John
Jansson, J. A.
Jensen, Joe
Johanssen, John F.
Johanson, Stefan
Johannessen, Alf.
Johannessen, Jonas
Johnson, Hilmar
Khamp, S.
Kinnunen, Antti
Kennedy, J. R.
Malkoff, Peter
Malmberg, E.
Martinson, Adolph
Meiners, Herman
Miller, F. W.
Miller, Walter
Murk, Chas.
Newman, I.
Nystrom, R.
Olesen, W.
Olson, A.
Olson, W.
Olsen, Alf
Patterson, E. G.
Pedersen, N. B.
Rahlf, J.
Risenius, Sven
Ritter, P. J.
Rosenblad, Otto
Smyth, J. B.
Soderlund, Uno
Stalt, Axel
Stenroos, Frank
Stenroos, A. W.
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

Ingwald Johnson and Charles Moller, members of the crew of the S. S. "Chehalis," on January 29, 1919, when Otto Peterson was injured, kindly report to the Secretary, Sailors' Union of the Pacific, San Francisco, Cal.

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A Journal of Democracy

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Portland, Or., Letter List

Amundsen, Ben	Larsen, Hans
Anderson, Albert	Larson, C. -1632
Anderson, C.	Learch, Paul
Ahren, Wm. J.	Leskinen, F.
Backman, Peter W.	Matson, Hemming A
Bieler, B.	Matson, H. -1808
Bohm, Franz	Melgant, F.
Boyle, H.	Michaels, R.
Christensen, E. H.	Miller, Victor
Christensen, H. P.	Miller, Harry
Cunningham, G. F.	Mikkelsen, Harry
Dahl, Louis	Murphy, Francis Leo
De Long, K.	Newkirk, Clifford
Duret, J. E.	Nordman, Alek
Ellegaard, M.	Nielsen, Jens
Elliot, Austin A.	Nilsen, Chas.
Erickson, John E.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Geiger, Joe	Ohlson, J. A.
Graaf, John D	Olson, John
Hanson, August -1134	Olson, Chas.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Petersen. Anton -1675
Hauschild, B.	Petesen, Knut
Heino, Gust.	Petter, G.
Hellman, H. W.	Rensmand, Robert
Henriksen, Geo.	Ross, Geo.
Herman, David	Ruisgaard, Soren
Hickey, E. J.	Ruud, Ole H.
Hogstrom, Karl I.	Rytko, Otto
Holmes, George	Samuelsen, S
Huber, C. L.	Schmeltning, Max M.
Johansson, Charles -2407	Schroder, August
Jorgenson, Earl	Schultz, F. E.
Jensen, H. T.	Sibley, Milton
Johnson, C. A.	Siebert, Gust
Jordan, H. S.	Steenson, Edward
Kase, A.	Swenson, C. E
Knofsky, E. W.	Thoresen, Ingwald
Kristiansen, Wm. A.	Tuhkanen, Johan J
Laatzen, Hugo	Wold, Frank
Larsen, C. J.	Wood, E. E.

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
	Meyer, Karl
Holmstrom, Carl A.	Nielsen, Alf. W. -1054
Houge, Anton	Person, Fritz
Johnson, Pett	Petterson, C. H.
Johnson, Pontus	Sevpried, M. -2962
Kennedy, James Rea -1287 (package)	Swansen, Carl
Kennedy, James Rea	
Magail, Michael	

San Pedro Letter List

Aagard, Anfin	Larsen, Martin
Aalto, Harry	Lato, Ely
Altman, E.	Lagerwold, M.
Anderson, Gust	Lechemus, Bill
Annes, Robert	Lindholm, Chas.
Ako, Jack	Lindstrom, J. A.
Anderson, Sven	Linden, Chas.
Anderson, Frank	Middling, J. M.
Amundsen, Pete	Malmberg, Ellis
Andree, E. A.	Mamers, Chas.
Baggs, H. L.	Martinsen, George
Billington, T. A.	Magnusen, Karl
Bergh, B.	Monterro, John
Berglund, E. J.	Nelson, Harry
Bernsson, Berger	Ole, Olesen
Brown, Parry	Olsen, O. W.
Brandes, W. M.	Olsen, Martin
Bruce, Albert	Olsen, Nick
Breien, Hans	Osterhaff, Henry
Carier, Peter	Petz, Fritz
Corregsona, Vincent	Petersen, Hugo
Craig, Thomas	Peters, Joseph
Davis, Orville	Raaum, Henry
De Nord, J.	Ragmund, Frank
Eklund, Waino	Raytke, Otto
Evensen, Ed.	Roed, H.
Exlesan, Herman	Roed, L. A.
Falvig, John	Rosenblad, Billy
Forsman, Nils	Rosenthal, Walter
Fraser, Alexander	Samson, Louis
Fickle, Omer	Scurankesken, Merinius
Granthal, Arthur	Skogberg, J.
Graners, Gust	Smeborg, Olaf B.
Gunnerud Torvald	Smith, Emil
Grundwald, Alvis	Stolzerman, E.
Grassen, Yan	Stratten, M.
Greenwald, John E.	Sanders, Chas.
Hansen, Olaf	Swanson, Ben
Halmstrom, F.	Sheild, Oscar
Haeik, A.	Thompson, Alex.
Hagberg, Aksel J.	Thompson, Maurice
Holm, Nils W.	Thorntund, J. N.
Hyon, L.	Tiller, Edw.
Johannsen, Fred	Thoren, E. A.
Johannson, N. A.	Toivonen, F.
Johanson, John	Tysk, J. H.
Johanson, Fritz	Vizcarra, Oscar
Johanson, J. A.	Wrigg, F.
Johansen, Carl	Wilhalmson, Karl
Jones, Erest L.	Wahi, J.
Johnson, J. E.	Wiklund, T. J.
Johnson, George	Wichman, Carl H.
Jonasen, J.	Yeaman, W. E.
Jensen, Jens	Zunderer, Heo
Larsen, Johan -1542	

CARRY ON!

Uncle Sam is releasing from his service the men who went "over there" to free the world from autocracy. Thousands of soldiers are daily receiving their honorable discharges; they pocket their pay, bid farewell to their comrades, and sally forth—civilians.

There is one army, however, which must not be demobilized. That is the army of War-Savings Stamp buyers. More recruits are needed to carry on the campaign of readjustment which follows the signing of the armistice.

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INFORMATION WANTED.

I am representing the Union men who are entitled to salvage and members of the crew of the following vessels. In most cases action has commenced. In some cases the funds have been recovered. In others they are readily recoverable upon filing power of attorney form with me. Apply to Union delegate or address this office by letter. "Princeton" vs. "Ardmore," $7500 received. "Gulf of Mexico" vs. Bark "Portugal," $5000. "Gulf Coast" vs. "Boxleaf," settled. "Argonaut" vs. "Jason," funds received. "Iroquois" vs. "Skinner," settled, crews share $12,250. "Brasos" vs. "Iroquois," settled. "Maine" vs. "Theresa Accomme." "Oskawa" vs. "Westgrove." "Buda 2" vs. "Western Star." "St. Charles" vs. "Monte Cenis." "Florence Olsen" vs. "Marina." Florence Olsen" vs. "Claremont." "Alliance" vs. "Belvernon." "Donnelly" vs. "Irish." "Anacortes" vs. "S. O. Barge No. 95." "Fred W. Wellor" vs. "Overbrook." "Neptunas" vs. "Panama." "Quincy" vs. "Transportation." "Herman Frash" vs. "Brilliant." "O'Neil" vs. "Oregon." Bark "Superior." "Pan American" vs. "Santa Rita." "St. Charles" vs. "Tea." Tug "Navigator" vs. "Edgar H. Vance." "Tunica" vs. "Neppon-ier." "Lake Charles" vs. "Cantiwo." Silas B. Axtell, 1 Broadway, New York City. 8-20-18

Home News

Nebraska joined the list of States that have ratified the Federal woman suffrage amendment when the House of the State Legislature, by a vote of 94 to 0, passed a joint resolution providing ratification. The Senate voted previously for ratification, 27 to 0. Nebraska, whose Legislature was recently called into special session by the Governor to act on the amendment, is the fourteenth State to ratify.

The land bill favored by Secretary of the Interior Lane, and introduced in the House by Congressman Mondell, has been favorably reported by the public lands committee. In favoring the bill the committee said it would open the way to work and homes on the land for the nation's war veterans; provide for the development of large tracts of land now held by private owners and would provide temporary employment for large numbers of discharged soldiers and sailors while the land projects are being developed.

The United Cigar Stores company, which operates a chain of cigar stores throughout the country, has adopted a Sunday closing policy for all stores except those located at summer resorts. In large advertisements in the daily press the company announces that "Sunday should be a day of rest." The company made this discovery simultaneous with the growing unrest of its clerks and their discussion of trade union methods. Recently several hundred clerks employed by this concern in Chicago struck, and this "bad example" is liable to be copied by others.

At a recent Senate Committee hearing on the high cost of living, E. A. Calvin, cotton authority, showed by illustrations that the farmer is not to blame for present prices. Mr. Calvin said the farmer received about $9 for the wheat that goes into a barrel of flour, which the baker turns into $32 and $34 worth of bread. He showed six yards of gingham cloth for which he paid $4.50, adding that the weight was 15 ounces and that some cotton growers received 25½ cents for the cotton therein contained. He exhibited other cotton products, and pointed out that although the prices charged in the stores for these articles were exorbitant, the farmers' share is infinitesimal.

An air mail service between San Francisco and New York will be established soon if a bill introduced by Representative Julius Kahn is approved by Congress. Kahn's bill directs the Postmaster-General to take up the matter as soon as the necessary appropriation is made. Air mail service is already an established fact between New York and Chicago and has been successful since the first of this month. Letters leave New York at 5 o'clock in the morning and reach Chicago about 1 o'clock in the afternoon. Delivery of such letters directed to San Francisco is advanced about 24 hours. It has been estimated that aerial mail delivery from New York to San Francisco can be made in 48 hours under favorable conditions, and it is believed that a service of less than three days can be maintained.

Domestic and Naval

Final arrangements have been completed for a regular passenger and freight service between Jacksonville, Florida, and Nassau, Bahama Islands. Two small converted yachts have been secured on this line.

Engineers of the Chester Shipbuilding Co. are busy making tests of the water front at the shipyard on the Delaware river, with the view of constructing a large drydock and, it is understood, that if conditions are found suitable, a dock will be built at an approximate cost of $2,000,000.

The United States submarine G-2, which is listed as an obsolete craft and used for experimental work, sank with open hatches in Long Island sound and three of its crew of eight were drowned. Others were rescued by men from the United States coast guard cutter "Acushnet," which was accompanying the submarine.

The Charleston Dry Dock & Ship Repair Co. will lay a plant at Charleston, S. C. It is capitalized at $2,000,000 and intends to build all classes of wood and steel vessels. Engineers and architects are preparing plans and specifications for a site at Remleys Point. Robert N. Reid, Winthrop H. Kellogg and Harold J. Gallegher, all of New York, are the incorporators.

Efforts are being made to utilize more fully than was possible during the last twelve months the flotilla on the Amur River. At the present time fifty-six steamers, seventy-three barges, and a variety of other craft are stationed at Blagovyestchensk. Conferences are being held at Omsk with a view to re-establishing private management of river steamers and barges throughout Siberia and as far west as the Volga River.

The Commissioner of Navigation and the Supervising Inspector-General of the Steamboat Inspection Service have recommended to the Secretary of Commerce a further extension of two years from September 1, 1919, for foreign-built vessels admitted to American Registry under the Act of August 18, 1914, of the requirements to comply with American regulations. The Secretary of Commerce has approved this recommendation and a formal order will be prepared to this end for approval by the President, who is charged by the law with the exercise of the discretion. From present indications there is no doubt that the extension will be approved.

The Department of Communications of Japan announces that the Japanese merchant marine now consists of 2578 steamers and 12,236 sailing vessels. The majority of the steamers are, however, coasting vessels, not exceeding 1000 tons. Ocean-going steamers above 1000 tons number 599, their gross tonnage being 1,830,006 and their registered tonnage 1,154,377. Of this number six are above 10,000 tons and eight between 9000 and 10,000 tons. There is only one ship between 8000 and 9000 tons. There are 123 vessels between 4000 and 8000 tons. The smaller steamers between 1000 and 4000 tons are most numerous, numbering 366. The majority of sailing vessels are between 20 and 500 tons. There are only five ships between 500 and 1000 tons, while the vessels between 1000 and 2000 tons number only two.

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Assets	$60,509,192.14
Deposits	57,122,180.22
Capital Actually Paid Up	1,000,000.00
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San Francisco Letter List

Letters at the San Francisco Sailors' Union Office are advertised for three months only and will be returned to the Post Office at the expiration of four months from the date of delivery.

Members whose mail is advertised in these columns should at once notify S. A. Silver, Business Manager, The Seamen's Journal, 59 Clay Street, San Francisco, Cal., to forward same to the port of their destination.

Abbors, Arne
Aberg, Einar
Adams, Arch
Adamson, Hj.
Adamsson, John
Ahlburg, Max
Ahlfors, Arthur
Aimer, Robert
Akerman, V.
Algren, W.
Alto, H.
Alto, Vaino
Amsler, C. L.
Andersen, Olaf
Andersen, F. -1473
Andersen, Adolf
Andersen, A. V.
Andersen, Edwin
Andersen, N. -1976
Andersen, A. -1819
Anderson, John A.
Anderson, John F.
Anderson, R.
Anderson, Edw.
Anderson, Martin A.
Anderson, Emil J.
Andersson, Chaheles
Andersson, O. L.
Andersson, J. G.-1099
Andersson, C. -2185
Andersson, Arthur
Angelback, Geo.
Ardt, Anton
Aro, Kalle
Ask, E. A.
Augustine, Anth.
Austed, Barney
Austin, Tom
Axelsen, H.

Baak, M.
Baardsen, T.
Backe, K. V.
Baico, Juan
Bang, Anker
Barentse, J.
Barrie, John
Benson, Helge
Benson, S. -986
Bergstrom, I. M.
Berseth, R. J.
Bjorka, Hans K.
Blair, Francis
Bleasing, W.
Bock, Jimmy
Bosshard, Henry
Boyce, Robert
Brady, B.
Bradsberry, Geo.
Brain, Louis
Brander, William
Brandt, B.
Bratt, W.
Brevick, Johan
Brown, Parry
Browne, Chas. B.
Bruuin, E. -2583
Bryning, W.
Bugel, J.
Bunting, A.
Burggraf, A.
Burnsey, C.
Bursett, B.
Byars, Terry
Bye, Alf.

Calimo, Pete
Capallo, J.
Carlson, Julius
Carlson, Richard
Carlson, E. R.
Carlson, Gus
Carlson, Gunnar
Carlson, E. S. -1769
Carlsson, August
Carr, R. W.
Carruthers, Math.
Catechis, L.
Christensen, H. P.
Christensen, Louie
Christensen, H. C.
Christensen, R. H.
Christenson, Einar
Christoffersen, G.
Clark, Chas. R.
Clausen, Louis
Cliffe, Louis
Colville, Geo.
Conigan, R. B.
Conrad, P. W.
Correro, T. R.
Corrigan, R.
Cowell, E. W.

Dahler, H. N.
Dahlstrom, Sven
Danielson, Harry
Daskeland, N. N.
De Hart, J.
Delahanty, J. J.
Devenay, Ed.
Edmonds, John
Edwards, Alex.
Edwards, Ole
Einard, J.
Einartsen, Hans
Ellis, Frank L.
Elo, Frank
Engstrom, Ben
Engelbregtsen, C.
Erbe, Lewis
Ericson, E. R.
Didriksen, Martin
Douglas, Sam
Driscoll, John
Drysdale, H.
Dunham, Chas.
Dunkel, E.

Fagerly, O.
Fahey, M.
Falbom, Albin
Felsch, C.
Fernandez, G. L.
Fick, Max
Figved, Sigurd
Erickson, John
Erikson, Alf
Erikson, Chas.
Eriksen, Ole
Eriksson, J. Edw.
Ertman, E.
Esplund, Fred
Essen, C. A.
Etherton, Ward
Evenson, A.

Gallunas, Anton
Garter, Tosbjorn
Gedman, Tony
Geer, A. J.
Geletncky, Hans
Gill, Ivar
Giske, Karl
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Goulet, Kennice
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News from Abroad

Government owned telephones paid a profit of $1,777,340 during the year 1917-1918, according to the official British figures.

During the coming recess of the French Parliament, it is said, Premier Clemenceau and Marshal Foch will draft a bill for curtailment of military service.

Field Marshal Von Hindenburg, after a brief rest, will rejoin the German national people's party, and assume a leading role in its deliberations and activities.

The report of the New South Wales Minister of Agriculture indicates that extensive loans are being made to farmers for the purpose of constructing grain elevators and storage silos for grain.

The London National News says a suggestion that the British West Indies be ceded to the United States in part payment of Great Britain's war debt is being considered seriously on both sides of the Atlantic.

Pending a decision by the United States Congress as to whether the bodies of American soldiers killed in the war should be removed to the United States, the bodies of about 1000 men who fell in Belgium are to be concentrated in the cemeteries of Wareghem and Poperinghe.

The Lord Mayor of Sydney, Australia, is very warm in his praise of the Sydney plan of cutting all taxes on land values, stating that the city has not only more and better homes, but that many buildings have been erected that are an adornment to the city, while the "land hogs" have been penalized.

Twenty-one hundred and twenty kilometers of railway are now operated by the Government owned Siamese State Railways. The past year has seen an enormous increase in the amount of traffic. Three and one-quarter millions of passengers were carried during the past year. Operating expenses upon the various sections varied from 18 to 23 per cent. more than the previous year, and although a great deal of new construction has been undertaken the roads have shown a slightly increased profit.

Recently the New Zealand Government appointed a Board of Trade to inquire into the coal industry. The report has now been issued, and recommends the establishment of a Coal Board to take over existing coal mines at the valuation, pay 4 per cent. interest, and bonuses to shareholders and workers. It also suggests that the New Zealand Government should run its own coal vessels, control the carriage of coal on the railways, improve coal ports, prospect likely fields, and give proper attention to the housing, health, and social conditions of workers.

After twenty days of strenuous debate the Italian Chamber has approved the principle of electoral reforms with proportional representation. The proposal was carried by a surprising majority of 277 votes, with only 38 opposed. An attempt was made to introduce compulsory voting because less than half the electorate went to the polls at the last general election, but this was defeated. The Nitti Cabinet declares itself favorable to votes for women and to their right to sit in Parliament, but stipulates this measure shall be discussed apart.

With the Wits

An old offender was brought up before a well-known London magistrate. The constable, as a preliminary, informed his worship that he had in custody John Anderson, alias Brown, alias Smith. "Very well," said the magistrate, with an air of dignity. "I'll try the women first. Bring in Alice Brown. What has she been doing?"

It was washing-day, and John had been kept from school to look after the baby. Mother sent them into the garden to play, but it was not long before cries disturbed her. "John, what is the matter with baby now?" she inquired from the washtub. "I don't know what to do with him, mother," replied John. "He's dug a hole and wants to bring it into the house."

Four-year-old Hilda had been to stay with her cousins, two romping, boisterous boys, who teased her sadly the whole time. When she came back, and was telling her father all about her visit, she said: "Daddy, every night when Jack and Roger say their prayers, they ask God to make them good boys." "That's quite right," said her father. "But," she added significantly, "He hasn't done it yet."

"That picturesque old gentleman sitting there under the tree must be at least an octogenarian," commented the motorist who had stopped for a drink of water. "Say, looky yur!" truculently returned Gabe Yaw of the Sandy Mush, Arkansas, region. "You're talking about my Uncle Rip. He's eighty-two years old and can't take up for himself, but I want you to understand, by thunder, that he hain't no part nigger."

"The dignity and decisions of the court must be upheld," said the judge, in addressing a class of law students, "but some mighty queer things have to be done to live up to this creed. Like a case I heard of in Chino. The prisoner had been arrested as a pickpocket and been fined $5. 'But he's only got a dollar on him, your honor,' said the officer who had made the arrest. 'Oh, well,' said the judge, 'turn him loose in the crowd until he can raise the other four.'"

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THE U. S. STANDARD OF LIVING

An Inquiry Into Living Conditions of Americans

A distinct public service has been performed by Mr. Royal Meeker, United States Commissioner of Labor Statistics, in preparing a critical trial analysis of the "American standard of living."

During the present daily discussions on the high cost of living, practically every man in public life has acquired the habit of referring to our superior American standard of living. Yet, it is a painful fact that not one man in a hundred has any definite knowledge of the subject. For this reason Mr. Meeker's valuable contribution, which follows, is exceptionally timely. Being entirely minus the usual dry statistical tables the paper is as entertaining as it is instructive.

Reference is constantly made, in the press and in public utterances, to the American standard of living, as though it were a standard as definite and well known as the foot, the pound, or the peck measure. The writers and speakers take it for granted that everybody knows what the much-quoted American standard of living is, although they do not specify what is included in it, and when asked for particulars they become vague and oratorical. It gets us no farther toward an answer to be told that the American workingman is the best fed, best clothed, best housed, and most contented workman in the world. We may accept without argument the statement that, occupation for occupation, the American workman receives higher money compensation than do European workers, and that his higher money wages actually enable him to purchase more of the necessaries of life than are obtainable by the European workers for their wages.

We must have more exact information in order to determine what the American standard of living means. The investigations into cost of living made prior to 1915 do not help us much. The classic cost of living study made by the United States Bureau of Labor in 1901 and published in 1903 as the Eighteenth Annual Report of the Commissioner of Labor, helps us but little toward the desired goal. Except in the case of food, all that this study brings out is the cost of living, not the standard of living. Even for food this 1901 study does not give us exact enough information as to the quantities and kinds of food to enable us to determine whether the families studied were sufficiently nourished. The study made by Dr. Chapin is too limited in scope to give us the American standard of living. It is also questionable if the families studied were truly representative American families.

The generalizations made in this paper are based on the results, so far as they have been analyzed, of the country-wide cost of living study which the Bureau of Labor Statistics conducted during 1918 and 1919. The figures given are merely first estimates and are subject to revision. The study was planned for the purpose (1) of determining the quantities and cost of all important items of family consumption in all the more important industrial centers in the United States, (2) of applying the accepted dietary standards for determining whether the families studied were obtaining a sufficient number of calories and sufficient variety in their diets to maintain their members in health, (3) of working out, if possible, standards—similar to the recognized dietary standards—for clothing, housing, fuel, house furnishings, education, amusement, medical care, insurance and perhaps some other items which have been heretofore blanketed and lost under the term "miscellaneous," (4) of formulating eventually tentative standard budgets to be used by wage adjustment boards in determining minimum and fair wage awards, (5) of enabling the Bureau of Labor Statistics to compute a cost of living index number that will show variations in total family expenses in the same way as the retail food price index shows variations in the cost of the family food budget.

It is evident at once that the study as outlined by me, with the assistance of domestic science and cost of living experts, presents enormous difficulties. One should not, however, refrain from attempting an undertaking merely because it is difficult. Everything that is worth doing is difficult. The first great task was to find out what workingmen's families buy, how much they expend, and how much of each article bought they get for the money paid out. It is in many respects unfortunate that the study had to be made during 1918-19 when prices were abnormal, resulting in abnormalities in expenditure, and when such stress had to be laid upon the necessity of investing in Liberty bonds. The distribution of expenditures over the items of the family budget were greatly disturbed by the rapid changes in prices and wages. The loan campaigns resulted in inducing workmen to curtail expenses for clothing, house furnishings, amusements, and perhaps even fuel, housing and food itself, in order to invest in bonds. The result was unusually large savings reported and abnormally low expenditures for other items where curtailment was possible. Many families not only economized on clothes and house furnishings but actually skimped themselves on food, both because of the high prices and because of the intense Liberty loan drives.

More than 300 agents were employed by the Bureau of Labor Statistics to secure from housewives statements of their expenditure for an entire year. The information thus secured for the entire year by personal interview was checked in many instances by daily expense accounts, which many housewives were prevailed upon to keep over a period of not less than five weeks. These daily expense accounts are especially useful in checking up expenditures for food and other articles bought daily or weekly and easily forgotten.

Nearly 13,000 family schedules were obtained in 71 large cities and 26 small cities and towns in the different geographical sections of the country for incomes ranging from less than $900 to more than $2500 per family. Not only do we have the cost but we have the quantity, in most instances, of all important items of the family budget. The quantity bought is absolutely essential for working out standard budgets. Expenditures stated merely in sums of money are useless for the determination of the standard of living or of the quantitative change in the cost of this standard of living.

Food.

Quantitative standards to measure the sufficiency of the family food budget have been worked out tentatively in dietary studies. We do not eat or wear or burn dollars and cents. If the price of beef goes up we can eat less beef and more of some other protein-rich food, and perhaps keep our money expense for food constant, but if the price of all food increases 100 per cent. we can not cut down our consumption of all food one-half so as to keep our food budget expense unchanged. To speak with scientific accuracy man does not live by loaves of bread, pounds of meat, pecks of potatoes, quarts of milk, etc. He lives by the energy stored in food, which energy is measured in heat units called calories. Even this does not tell the whole story of food because it makes a difference from what source we derive our calories. There must be a proper balance between proteins, fats, starches, sugars, cellulose, fruit acids, and mineral salts. The last three classes of foods furnish us no calories at all, but they are just as essential to a healthful diet as are the fats, sugars, and starches which furnish a large quantity of calories. By far the best single measure of the sufficiency of a diet is, however, the calorie. Unless the average active worker consumes and assimilates from 3000 to 3500 calories per day he will inevitably either lose weight or efficiency as a worker or both, and this regardless of the number of dollars he spends for food, or even the number of pounds of bread, beans, and beef he eats. Unfortunately bread, beef, pork, and even eggs and potatoes, vary considerably in the calorie content per pound. It would be a great step forward if while we are reforming weights and measures we should require by law that the prices of all foodstuffs must be expressed in terms of calories, just as in Great Britain and to some extent in this country coal is sold, not by the ton, but by the British thermal unit. If it is possible to calculate the calorie content of the food for our furnaces it is surely possible to do so for the food for our stomachs. It is, of course, highly desirable to eliminate from the diet of our steam boilers and engines as much slate, ash, and bowlders as possible; it would seem even more desirable to eliminate from the diet of human beings the things that are sold as bread but are not bread, the bone that is sold for beef, and the gristle that is called pork chops by the butcher. There are no insuperable obstacles in the way of selling bread, beef, pork, eggs, milk,

cabbage, onions, corn, sugar, etc., by the 100 or 1000 calories. It should be done and it can be done.

By the time people become educated to the point where they recognize that the important thing in regard to food is not its price per pound or quart, that often the cheapest food per pound is the most expensive per unit of nourishment, they will no doubt have learned also that man can not live by bread alone or even by calories alone. Fruits and vegetables must be used largely in a proper diet, even though their calorie content is low. A proper balance between proteins, fats, starches, sugars, cellulose tissue, minerals, and acids is necessary for the maintenance of health.

Some considerable change in diet is shown since the 1901 study was made. This, of course, was to be expected in view of the greatly increased prices. The present study reveals, however, that the American family does not suffer from overfeeding, as has been so frequently alleged. On the contrary, in most of the communities studied the food purchased represents less than 3500 calories per equivalent adult male. It is necessary to buy about 3500 calories in order to secure 3000 calories per adult male, which is considered to be the amount required by moderately active workers.

Granted that to maintain the average adult worker in health and efficiency it requires approximately 3000 calories of food energy consumed, which amount can be obtained from about 3500 calories of food energy purchased at the stores, how are we to use this knowledge to determine the adequacy of the food budget of a family consisting of husband, wife, and five children of 16, 13, 10, 5, and 2 years? In order to measure the food requirements of a family we must have a consumption yardstick to measure the number of calories needed by each member of the family. Experiments have demonstrated that food consumption of adults varies approximately with the weight of the consumer. Women, on the average, are about 90 per cent. as heavy as men, and therefore a woman is rated in food consumption as equal to 90 per cent. of a man. Children of different ages are rated in food consumption as follows in terms of an adult man:

	Per Cent.
Ages above 14 years	100
11 to 14 years	90
7 to 10 years	75
4 to 6 years	40
3 years and under	15

These equivalents are quite rough but enable us to express the food consumption of families of varying composition in terms of a common unit of measure, namely, the equivalent adult man.

The food requirements of the family above mentioned would be, according to this scale, equal to that of 5.1 adult men. Allowing 3500 calories of food purchased per man, this family should use food furnishing not less than 17,850 calories each day of the year. These standards of measurement are but approximate, it is true, and we are dealing with averages. There are very considerable individual deviations from the average. The average man does not exist, but the world is full of living, breathing men who look, act, and eat so much like the hypothetical average man that it requires an expert with microscope, measuring tape, and scales to tell the difference.

The family food budgets are now being analyzed. We can say with confidence that it requires to-day an expenditure of from 50 to 60 cents per man per day for food to secure a well-balanced diet sufficient in the number of calories and in variety. This means that American families consisting of husband, wife, and three children below the age of 15 years, living in large and medium-sized cities must spend about $610 per annum for food to keep themselves properly nourished for health and efficiency. This expenditure for food goes with incomes of from $1800 to $1850, so we may say that American families on the average are not fully nourished until their yearly income reaches $1800. These figures do not indicate that our people are to-day suffering from eating too much meat, or even too much of other foods not so expensive. The average income and the modal income both fall well below $1600. The mode is about $1350 and the average not greatly higher. Conclusions must not be too hastily drawn from these figures. They do not mean that our working population is dying of slow starvation; nothing of the sort. But they do indicate that the workers of America are obliged to live on a diet too restricted and monotonous for the maintenance of as high a degree of efficiency and health as ought to be maintained as a reasonable minimum. I am of the opinion that the most efficacious remedy is not higher wages, but rather improved systems for distributing and marketing foodstuffs and the education of housekeepers in the art of keeping house, with emphasis on diets. Housekeeping is not exactly a lost art. It is one of the arts that has not yet been completely found.

Clothing.

No standard has yet been devised for measuring the adequacy of expenditure for articles other than food. The adequacy of clothing, for instance, can not be measured in pounds, calories, or square yards. It is interesting to note that actual expenditure for clothing, in all income groups combined, for wives and children of different ages conforms quite closely to the scale for food consumption. Unfortunately we have no unit of measure with which to determine whether the clothing bought is adequate or not. The charge so frequently made that the American workingman is extravagant in expenditures for clothing for himself and his family seems hardly borne out by the facts reported. Expenditures for clothing per adult male during the high-price year 1918 ranged from a minimum of $30 in the lowest income group to about $180 in the highest income group. The average clothing expenditure per adult male in the modal income group of $1350 is probably not more than $90. This does not seem to give much room for extravagance in clothing at the existing prices. Probably this sum is sufficient to enable the prudent and economical housewife to keep her family clothed warmly enough, but it does not leave much margin for style. Clothes were first invented, not for protection against heat, cold and wet, but for adornment, and it is for the purpose of ornamentation largely that clothes are worn to-day. The bizarre notions of beauty possessed by the designers of clothing are incomprehensible to ordinary mortals, but as long as society accepts these ridiculous and often health-impairing standards of dress, society must stand ready to provide the worker with a wage sufficient to enable him to conform to the accepted fashion. It is repugnant to our sense of right that the working classes should dress in a way to set them apart from the more well-to-do. Few men and women among the workers in this country are willing to appear in public unless they can dress near enough to the mode or the standard of fashion so as not to attract critical attention. It is very clear then that the clothing of the worker's family should not consist merely of material to protect them from the icy blasts of winter, the blazing rays of the sun, and the dews and deluge of heaven, but should possess something of that subtle something called "style." Style is expensive. Also, there is no standard of style. There are not even standards of dress fabrics. However, we do not need exact standards to know that $90 per adult male per annum is not too much for clothes in the varied climate of the United States.

It is interesting to note that wives spend less for clothes than husbands until we reach the higher incomes, about $1800 per year. It is also of interest that when economies are necessary they are made largely at the expense of the wife's wardrobe. The first baby makes a cut in the mother's clothes money and every addition to the family cuts deeper into this item. It is scarcely fair to say that American wives prefer clothes and upholstered parlor furniture to children. It costs money, pain, and sacrifice to bear and rear children, however, and the Bureau of Labor Statistics' study shows with startling vividness the extent to which the mother is obliged to sacrifice her house and her personal adornment to her children.

Housing.

According to the British official census overcrowding begins when there are two or more persons per room. Even if we accept a socially higher standard of more than one person per room then there is little overcrowding in American workingmen's families. However, while the average number of rooms per family are usually quite sufficient, the average room is not so satisfactory. Unfortunately it was not feasible to make an intensive study of the size and suitability of the rooms occupied by the families studied. For the typical family of husband, wife and three children under 15 years, there are in the cities for which tabulations are completed, invariably more than one room per adult male. The rooms per person decline as the size of the family increases. Families having an income of $1300 also have well over one room per person. The number of rooms per person does not tell us whether housing is satisfactory. For example, the rooms per person are higher among colored families than among white families in Baltimore. No one would maintain, however, that housing conditions are better among the colored people than among the whites.

The amount spent for rent varied from $105 per annum for the lowest income group in Fall River, Mass., to $355 per annum for the highest income group in New York City. For the modal income, $1350, the average rent paid in large cities is probably not far from $200 per annum for the typical family.

The study does not give a complete or typical picture of housing conditions among workers' families. In order to get comparable figures of family income and family expenditures for food, clothing, housing, and other items, no families were scheduled who kept boarders and no families with more than two lodgers were taken. These rulings were absolutely necessary so as to confine the study to normal natural families, but by so limiting the study no information was obtained as to the extent to which families took boarders and the amount of overcrowding resulting from the almost universal practice of taking in lodgers during the housing shortage of the war period. It is a necessary function of the community to provide suitable houses for the people at reasonable rents. As long as the provision of houses is left to speculators and contractors the workers can not be properly housed.

It is possible to determine from the information on the schedules whether the families studied used enough fuel to keep their houses comfortable, but the information has not yet been tabulated. It is reasonably certain, however, that the American family does consume abundant fuel so that the living room can be lived in during the winter. Light is probably sufficient also.

As for house furnishings, all that the schedules give is the yearly expenditure. We know nothing about the stock of household goods possessed by the average American working family. It should not be an impossible task for the domestic science experts to determine the minimum requirements in the way of standard house furnishings for the typical family. A special intensive study could then be made to determine how near our American families come to the minima.

Care of Health.

Among the expenditures lumped as miscellaneous are some highly important and significant items. Expenditures for sickness and death are the most significant in this group. The amount and kind of medical, surgical, dental, and other kinds of treatment in sickness required by the average American family can not be obtained from the family schedules. The amount paid out by each family on account of sickness is given on the schedules, and the average amounts can be computed for different income groups and for all groups combined. The average expenditures vary greatly from family to family and from group to group. In Philadelphia those having incomes less than $900 spent on the average during the year $24.15 for health care, while those with incomes of $2500 and more expended $126.12. In Boston the expenditures for these two income groups were $23.18 and $67.42, respectively. The average for all incomes in all cities would probably be from $45 to $55.

Despite the great irregularities in the distribution of these expenditures for sickness there is a remarkable increase with the increase in amount of income. This indicates that those in the lower income groups are not able to pay for adequate medical and hospital service, for no one would contend that those in the higher income groups are squandering money recklessly on physicians, surgeons, dentists, and the like.

The value of these figures is greatly lessened by reason of the fact that so much wholly unregulated, uncontrolled, haphazard, unplanned, unintelligent, more or less voluntary, and wholly unrecognized sickness subsidy prevails throughout the country. I mean that the worker is not able to pay full price for the medical, surgical, hospital, and dental services needed by himself and his family, so the community or the subsidized hospital gives him these indispensable services free or below cost. The result is indifferent medical and hospital service at a cost impossible to estimate accurately because there is no uniformity of practice and no adequate, public control. In Massachusetts it is estimated that the workmen's compensation cases sent to hospitals for treatment pay only about 50 per cent. of the actual cost of the treatment. This is handing out sickness subsidies to employers and insurance companies, not to injured workmen. This is the worst form of protective subsidy to industry. The workers who are driven by dire necessity to make use of the free wards in hospitals either learn to hate and distrust all hospitals and medical men because they are not given proper treatment, or they become partially or wholly hospitalized because they survive the treatment meted out to them and rapidly learn to like the carbolated atmosphere of our hospital almshouses. This systemless system of medical sick benefits, bestowed not as the just and recognized due of the worker but as charity handed out by a benevolent community or by private philanthropists, constitutes the worst possible form of sickness pensions that could possibly be devised. Voluntary benevolent sickness subsidies and pensions achieve the minimum of results at high cost. They reach but a minority of those who need medical and hospital care. I do not point out the obvious defects of the existing system of sickness subsidies in order to condemn the system and recommend its abolishment. On the contrary these subsidies are absolutely indispensable, and can not be abolished without very serious consequences, unless something better is devised to replace them. It is useless to talk of paying the workers a wage sufficient to meet all needed sickness expenses. This would make the misfortunes of the sick redound to the profit of the well. The health of the workers never will be adequately cared for until a system of universal sickness or health insurance is substituted for the present system of sickness subsidies. No valid objection can be raised to the public's paying a part of the expenses of such

(Continued on Page 11.)

WEEKLY NEWS LETTER

Contributed by American Federation of Labor

Every 19-Year-Old Boy to Bear Arms.

A three-months' compulsory military training for every 19-year-old boy is provided in a bill prepared by the War Department and introduced in the Senate by Mr. Wadsworth, chairman of the Senate Military Affairs Committee. Every youth will be compelled to register and the machinery used will be similar to that used to enforce the draft during the war.

Another bill has been introduced jointly by Senator Chamberlain and Congressman Kahn which provides for compulsory six-months' military training for all 18-yeor-old youths.

The War Department bill provides for an army with a war strength of 1,250,000 men. The active force of this army would be 520,000 regulars, while the remainder would be young men who had taken the compulsory training.

Exemption from training would be given only to members of the regular army and navy, honorably discharged soldiers and sailors and members of the coast guard, marines actually engaged in the service, and "persons permanently physically, mentally or morally unfit for any military service whatever." While in training the young men would receive no pay but their expenses would be borne by the Government. In the case of youths having dependents authority would be given to pay the dependents an amount equal to the average monthly amount received by them for support during the preceding six months, provided this does not exceed $50 a month.

When a youth completes his three months' training he "shall be classified for service in war in accordance with the regulations prescribed by the President."

Oil Producers Urging Mexican War.

The board of foreign missions of the Presbyterian church has made public a report which charges that oil interests are manufacturing propaganda to embroil this nation in a war with Mexico. The report was prepared by Samuel G. Inman, executive secretary of a Latin-American committee of this church.

Mr. Inman declares that the American people are being deceived by inspired propaganda and that "intervention in Mexico is coming as fast as certain interests can possibly force it." These interests, it is stated, "are playing not simply for oil wells in Tampico and Vera Cruz, but for a much larger stake; they have found out that Mexico is full of oil. What they want is for the United States to get hold of Mexico so that they can easily obtain these billions of dollars of oil property which are certain to be developed in the future."

In this connection it is pertinent to note that the Mexican Review publishes an official statement of the area of oil lands held by various companies operating in that country. The English interests, known as the Lord Cowdray group, hold 1,410,237 acres. The Standard Oil company is not included in the list, but three groups which are declared to be in "complete accord with the Standard Oil Company" hold 906,922 acres. There are 291 smaller concerns listed as controlling 1,259,207 acres, and the combined holdings of these smaller concerns and nine large companies total 5,436,271 acres.

The Mexican secretary of industry and commerce reports that during the year 1918 the value of oil exported from Mexico was $140,557,553.20, and the government collected over $11,000,000 in export taxes.

Shrieks at Union Shop.

Organized coal miners in the New River field, West Virginia, who have just secured a union-shop contract, are laughing at the shrieks of the West Virginia Mining News, which demands "the abolition of the closed shop."

"Did we not send 2,000,000 fighting Americans to Europe last year 'to make the world safe for democracy?'" this editor howls. "Does not our constitution guarantee every man security in his person and property? Aye, aye, but yonder in our national capital, sworn to uphold the constitution and execute the laws, is a group of men seeking, with the administrative machinery placed in their hands by the people of the country, to fasten unionism upon the country."

The editor bristles with feathers and war paint and calls on business men to unite against trade unionism.

Army Costs Stagger.

Members of the Senate Military Affairs Committee were staggered when General March, the War Department's chief of staff, told them that the estimated cost of maintaining a standing army of 510,000 men, with the compulsory training system as an adjunct, would be $900,000,000 a year. He said the army would cost $798,600,000 and the remainder would be used for compulsory training expenses, which would total $1,597 per man.

The witness stated that a special board of officers had recommended that military training for nine months be made compulsory, but the general staff had reduced this to seven months. Later this was cut to three months over his objection.

The testimony of the witness would indicate that the three-months' compulsory military training, which is now called for in the War Department's bill, is not satisfactory to army officials, who will endeavor to increase the training period if the principle of compulsion in peace times is accepted by the people.

Possible Epidemics Fatten on H. C. of L.

The loss of resisting power through the high cost of living will cause "serious apprehension" in the event of a recurrence of epidemics, says Dr. Louis I. Harris, of the New York City Department of Health, in a letter to American Federation of Labor Secretary Frank Morrison.

The medical man called the unionist's attention to a study of the effects of the

(Continued on Page 10.)

MARITIME UNIONS OF THE WORLD.

International Seamen's Union of America, 328-332 West Randolph St., Chicago, Ill.

[A complete list of unions affiliated with the International Seamen's Union of America will be found on page 5.]

AUSTRALASIA.

Federated Seamen's Union of Australasia,
29 Erskine St., Sydney, N. S. W.
1 Crawford St., Dunedin, N. Z.
Queens Chambers, Wellington, N. Z.
Palmerston Bldg., Auckland, N. Z.
Carrington, Newcastle, N. S. W.
Maritime Bldg., Melbourne, Victoria.
Seamen's Offices, Port Adelaide, South Australia.
26 Edward St., Brisbane, Queensland.
Dredge Platypus, Cairns, Queensland.
Wharf Rockhampton, Queensland.
Ross Island, Townsville, Queensland.
Patriot Office, Maryborough, Queensland.
Patriot Office, Bundaberg, Queensland.
Federated Cooks and Stewards' Association of New Zealand, Wellington.

GREAT BRITAIN.

National Sailors and Firemen's Unions, Maritime Hall, West India Dock Roads, Poplar, London E., England.

Hull Seamen's and Marine Firemen's Amalgamated Association, 1 Railway St., Hull.

National Union of Ships' Stewards, Cooks, Butchers and Bakers, 4 Spekeland Bldg., 22 Canning Place, Liverpool.

BELGIUM.

Internationale Zeemansvereeniging, St. Pietersvliet 2.

GERMANY.

Deutscher Transportarbeiter Verband, Engelufer, 21, Berlin S. O. 16, Germany.

FRANCE.

Federation National des Syndicats des Inscripts, Maritimes des France, 33 Rue Grange aux-Belles, Paris.

Fédération Syndicale des Agents du Service Général à Bord, 3 Rue Scudéry, Havre.

NORWAY.

Norsk Matros-og Fyrboter-Union, Grev Wedels plads 5, Kristiania.

SWEDEN.

Svenska-Sjomens-och Eldareforbundt, Stockholm, Tunnelgaten 1B., Sweden.

DENMARK.

Somandenes Forbund, Toldbodgade 15, Kobenhavn.

Sofyrbodernes Forbund, St. Annaplads 22, Kobenhavn.

Dansk So-Restaurations Forening Nyhavn 17, Kobenhavn.

HOLLAND.

Algemeene Nederlandsche Zeemansbond, Kattenburgervoorstraat 2, Amsterdam.

Nederlandsche Zeemansvereeniging "Volharding," Veerhavn 14c, Rotterdam.

ITALY.

Federazione Nationale dei Lavoratori del Mare, Genova, Piazza S., Marzellino 6-2, Italy.

AUSTRIA.

Verband der Handels-Transport, Verkehrsarbeiter und Arbeiterinnen Oesterreichs, Trieste, Via Madonnina 15, Austria.

SPAIN.

Sociedad Sindicade de Fonda Maritima de Cameros y Cocineros y Reposteros, Calla Mayor 44, Barcelona.

URUGUAY.

Sociedad Carboneros y Marineros, Calla Inglaterra 60, Montevideo.

ARGENTINA.

Federation Obrera Maritima (Sailors and Firemen), Buenos Aires, Olavarria 363 (Altos).

BRAZIL.

Associacao de Marinheiros e Remandores, Rua Barao de Sav Felix 18, Rio de Janeiro.

Sociedada Unia dos Foguistas, Largo de Sao Domingos 4, Rio de Janeiro.

Centro Maritimo des Empregados em Camara, Rua dos Benedictinos 18, Rio de Janeiro.

SOUTH AFRICA.

Amalgamated Society of South African Seafaring Men and Fishermen, 355 Point Road, Durban, Natal.

World's Workers

The labor party of Belgium has published a manifesto inviting the people to join in a general movement against the high cost of living.

At Ravenna, Italy, the regional congress of agricultural laborers recently voted that all land not cultivated directly by the owner or his family be expropriated and that such expropriated land be declared the property of the nation.

The plan recently adopted by the French Food Ministry to reduce food prices is working successfully in some of the French cities. At Havre, eggs have been reduced from $1.20 a dozen to 60 cents; onions, from 10 to 5 cents a pound, and potatoes from 4 to 2 cents a pound.

A wave of eight-hour strikes is spreading over Belgium. The legal eight-hour day for miners becomes effective next December, and in mechanical construction, next March. In other industries it has been fought for, shop by shop, with the employers mobilizing every power to resist the workers.

In Japan, where apparently they have neither rights nor protection, women constitute the mainstay of industry. According to the Japan Year Book, 1918, "Female labor constitutes a main part in the factory economy of Japan. In 19,299 factories, employing not less than ten operatives each, male labor amounts to 42 per cent. and female labor 58 per cent. Of the total number of child workers under 15 years of age 18 per cent. are boys and 82 per cent. are girls."

The City of Paris and the Department of the Seine being impressed by the overwhelming sentiment for full civic rights for women shown by the members of the Chamber of Deputies, has widened the opportunities for employment of women in the Departments of the City Hall and Prefecture. Heretofore women have occupied inferior clerical positions only. Competitive examinations for all the higher offices, including heads of bureaus, are now open to women.

"What is sauce for the goose is sauce for the gander," declare Queensland organized workers, who insist that the Government extend its policy of fixing wages. In a memorial presented to the Prime Minister, the unionists declare that "the present arbitration act is useless, as any increases in wages gained in the industrial court are entirely swallowed up by the profits put on by the mercantile fraternity. We ask the Government to appoint a commission to fix reasonable prices for food and clothing so that these necessities are within the reach of all."

The Canadian government has accepted a recommendation made by the royal commission on industrial relations and will convene public officials, business men and workers in a national conference on September 11. Invitations will be extended to the several provincial governments to be represented by their prime ministers and employers and employees will be asked to select approximately 60 representatives to appear for them, the selections to be made through representative organizations of both sides. The program provides for the widest latitude in the discussion of every question bearing on the relations of employers and employed.

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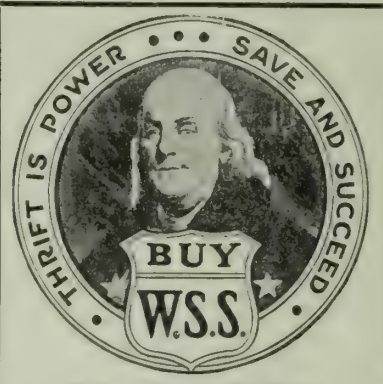

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That W. S. S. cost $4.12 in January and one cent more each succeeding month of the year, reaching their highest price, $4.23, in December?
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That Thrift Stamps cost twenty-five cents? And that sixteen Thrift Stamps are exchangeable for an interest-bearing War-Savings Stamp?

INFORMATION WANTED.

Any one knowing the whereabouts of L. C. S. Admiraal, a member of the Eastern and Gulf Sailors' Association, last heard of in Rotterdam, Holland, 1914, will please notify his brother J. J. Admiraal, 51 South Street, New York, N. Y. 8-13-19

Information wanted regarding John Johnsen, native of Bergen, age 44, last heard from in New Orleans, 1917, was then on schooner "Lizzie M. Parson," going to France. Any information will be appreciated by his brother, Andrew Johnsen, Sailors' Union, Seattle, Wash. 8-20-19

Will Ingwald Johnson, Charles Moller, and any other member of the crew of the S. S. "Chehalis," on January 29, 1919, when Otto Peterson was injured, kindly report to the Secretary, Sailors' Union of the Pacific, San Francisco, Cal. 8-13-19

Pacific Coast Marine.

The 8800-ton steel steamer "West Hartley" was launched at the Columbia River Shipbuilding Corporation plant on August 30. The steamer is the twenty-eighth hull completed at the yard under Government contract.

Government orders have been received at Portland for the Shipping Board steamer "West Chatala" to load flour for the Atlantic, instead of lumber for China. It is said that one of the steel ships built by the G. M. Standifer Construction Company will be substituted for the lumber cargo, which will be supplied by Dant Russell.

On a bid of $25,177 the contract for repairing the new 8,800-ton steamship "West Harlan," which recently went aground in the Columbia River, was awarded to the Skinner & Eddy Corporation by the Seattle headquarters of the construction and repair department of the Division of Operations of the United States Shipping Board.

George Kubo, cook on the barkentine "Planter," filed a libel in the United States District Court at San Francisco for $5000 as damages for injuries incurred while the vessel was on a voyage from this port to Dunedin, New Zealand. He says his right hand was fractured in an accident. According to the complaint, he was not given proper treatment by the master of the schooner.

Transfer of the site of the concrete shipyard at the lower end of San Diego bay to the Navy Department for the establishment of a navy yard dry dock has been requested by the Government. It is understood that with the launching of the 7500-ton concrete tankers "Cuyamaca" and "San Pasqual" at the local yards next month, no more concrete vessels will be built on this coast.

Seeking to recover the value of the U. S. Coast guard cutter "McCullough," Federal authorities libeled the steamship "Governor" as she was about to sail from San Francisco for Los Angeles, carrying passengers and, for the first time, United States mails. Deposit of a bond prevented the steamship being detained. The issue will be settled in the Federal courts. The complaint filed by U. S. District Attorney Annette A. Adams recites the circumstances of the sinking of the "McCullough" the night of January 10, 1910, after a collision with the "Governor." Claim is made for $244,125.27.

Captain A. H. Rhodes, U. S. N., in charge of this lighthouse district, is making an inspection of conditions at the fog signal station at the Humboldt Bay bar. The structures of the station are in danger of being washed into the sea by the cutting away of the north spit at the stump of the original jetty. It was the representations made by Captain Rhodes and the officials of the coast guard service as to the damage to the station at the bar, that in a large measure contributed toward the Government taking steps to resume work on the jetties. It is believed here that the first work to be done will be protection work at the bay end of the north jetty to stop the encroachment of the sea on the lighthouse and coast guard reservations there.

For the first time in the history of the American Merchant Marine, or at least in the past sixty years, an off-shore carrier went into commission manned by a 100-per cent. native born crew of her home port and this ship was the new steel steamship "Seattle Spirit," built for the United States Shipping Board by J. F. Duthie & Company and named in honor of Seattle's contribution to the Fourth Liberty Loan. In command of the "Seattle Spirit" is Captain A. Z. Spaulding, Jr., while Howell Parker is first officer and H. H. Norgren and Virgil L. Ferguson as second and third mates respectively. Frank Brownfield, brother of Captain J. C. Brownfield, is chief engineer, and his assistants are John C. McMullen, first; Herman Coffin, second, and Alva Grandy, third, all native sons of Seattle. The deck and engine room crews are also said to be native sons.

Portland shipbuilding plants will not build vessels for the French Government, according to announcement by Lieutenant Leo Framery of the French Commission, which is here to complete details in the dismantling of the foundation yards. Although plans for dismantling the foundation plant were definitely decided on some time ago, Portland builders had hoped that arrangements could be made under which the Albina Engine and Machine Works would undertake the work under contract. Lieutenant Framery says that plans for this, or similar work, have been given up, and that the commission now is concerned only in taking down the foundation plant, sorting the equipment which is to be sent to France, and arranging for the sale in the American market of such things as will be unsuitable for shipment to Europe. Under present plans the foundation plant will be completely dismantled within the next three or four months.

The old four-masted ship "County of Linlithgow," now the six-masted auxiliary schooner "Katherine," is believed to be the first large tanker arranged especially to carry vegetable oils. The sudden growth of the copra and cocoanut oil business caused by new uses discovered since the war made the introduction of a regular carrier essential. The "County of Linlithgow" was purchased nearly a year ago by the Philippine Vegetable Oil Company and will be operated by that concern. The vessel was built in Glasgow by Barclay, Curle, in 1887, and is of Norwegian iron. She has been entirely remodeled and is entirely up to date as a modern auxiliary motorship. Twelve cargo tanks have been installed. These are capable of carrying 2,700 tons of vegetable oil. In addition there is a general cargo space amidship, with a capacity of about 500 tons. The tanks are fitted with hatchings so that after being cleaned out they can be used for carrying general cargo hence to copra ports.

Richard H. Mathewson, resident engineer of the Liberty shipyards of the United States Emergency Fleet at Alameda; E. C. Smith, forpurchasing agent of the yard, and Henry Stein, Emergency Fleet at Alameda; E. C. Smith, former wholesale metal dealer of San Francisco, were arrested during the past week by United States Deputy Marshal T. C. Butler on warrants charging them with conspiracy to defraud the United States Government in the sale of surplus materials from the yard. The men were released in $500 bonds each to appear before United States Commissioner Thomas E. Hayden. Investigation which led to the arrests was instigated by A. J. Frey, district manager of the United States Shipping Board, and was largely due to the discovery that wares from the yard were being marketed at prices way under current rates. United States Attorney Annette Adams said that reports to her office indicated that evidence existed showing that a number of transactions similar to those charged in the formal complaint which Frey has sworn ot were conducted by Mathewson and Smith.

The passage of 33 vessels of the Pacific Fleet of the United States Navy through the Canal, 30 of them on the two days, July 24 and 25, and the supply of large orders of coal, fuel oil and foodstuffs to the squadron, constituted the largest operations which has been effected through the Canal to date. The ships were on their way from Atlantic waters, many of them recently from the war zone, to station in the Pacific Ocean. The destroyers were handled in groups, with a Canal pilot in charge of three destroyers, and in the passage through the locks six of these 310-foot vessels were placed in one chamber together, in two ranks of three each, lashed together. The other ships were handled individually, with a Canal pilot on each. Two of these, the sister dreadnaughts "Mississippi" and "New Mexico," are the largest ships which have ever passed through the Canal or visited this part of the world; they are 624 feet long and 97 feet 4½ inches in the beam, with a displacement of 32,000 tons. The "Mississippi" had a draft at time of transit of 32 feet, 8 inches. The total length of ships in the fleet was 13,409 feet. Placed stem to stern, they would reach over two and a half miles. Their aggregate displacement was approximately 265,000 tons.

A ship that is its own cargo, a cargo of lumber that propels itself—such is the nature of one of the queerest craft ever known to the world which will leave a Vancouver mill shortly on its way to England. This odd ship, the dream of John Arbuthnot, former mayor of Winnipeg and now a resident of Victoria, is being translated into fact by the Furber Lumber Company, backed by the great Vickers interests of England. The ship—for it will be a ship, though mill built—will contain or be composed of 5,000,000 feet of Douglas fir and have an engine installed capable of giving the craft a six-knot speed. Two months after the vessel leaves its "builders," it is expected, it will have been dismantled in England, the lumber placed on sale or delivered to buyers, and the $200,000 worth of machinery, compasses and other equipment on its way back to British Columbia to be installed in another vessel of the same type. Each vessel will be 250 feet long, of 60 feet beam, 36 feet deep, and will draw 27 feet. The vessels may be constructed by unskilled workers with the aid of a few shipwrights. Similar craft for Australia, using sails, are planned. The vessels, although roughly constructed, will have pointed bows and will resemble ordinary ships. Regulation quarters are to be provided. Back of the novel ship construction, of course, is a new and supposedly economical method of transporting lumber. After much puzzling, officers of Lloyds Insurance Company issued a new kind of insurance on the first vessel of this type at approximately the same rate as sailing ship insurance.

F. R. WALL, who was for many years an officer in the United States Navy, is now practicing marine law in San Francisco. He gives claims of all seafarers careful attention. 324 Merchants Exchange Bldg., 3rd Floor, California St., nr. Montgomery. Phone, Sutter 5807 (Adv.)

International Seamen's Union of America

Affiliated with
AMERICAN FEDERATION OF LABOR.
and
INTERNATIONAL SEAFARERS' FEDERATION.

THOS. A. HANSON, Secretary.
328-332 West Randolph St., Chicago, Ill.

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(Continued on Page 11.)

The Seamen's Journal

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Established in 1887

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S. A. SILVER.....Business Manager

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NOTICE TO CORRESPONDENTS.
Communications from seafaring readers will be published in the JOURNAL, provided they are of general interest, brief, legible, written on one side only of the paper, and accompanied by the writer's name and address. The JOURNAL is not responsible for the expressions of correspondents, nor for the return of manuscript.

WEDNESDAY, SEPTEMBER 3, 1919.

WHAT IS SEAMEN'S WORK?

The deck crew of the steamship "Governor" has forwarded a protest to the Sailors' Union of the Pacific against the continued encroachment by various shore trades and callings upon work aboard ship which rightfully and legitimately belong to the regular crew of the ship.

Jurisdiction disputes over work aboard ship are as old as the organizations of workers along the waterfront. Whenever a group of workers, either directly or remotely connected with docks and ships, form a new Union one of their first efforts has usually been an attempt to claim some part of the regular work aboard ship; therefore (and in fact, ever since Noah's Ark was built), performed without question by the ship's crew.

Years ago the International Longshoremen's Association sought to benevolently (?) assimilate the entire Seamen's organization by laying claim not only to the work of seamen but also by claiming jurisdiction over seamen as such. With this end in view the name of the International Longshoremen's Association was changed to read International Longshore, Marine and Transport Workers' Association. Three successive American Federation of Labor conventions, however, refused to sanction the adoption of the new title and finally on June 25, 1907, Samuel Gompers as chairman of an arbitration committee, denied the International Longshoremen's Association the right to use the new name and, incidentally, upheld the Seamen's contention as regards the loading and unloading of cargo.

Since that memorable decision there has been a much better understanding and a mutual recognition between the organized Seamen and Longshoremen. A number of other trades, however, have from time to time made attempts by force or intimidation to separate the Seamen from their jobs when the latter were in port performing their duty aboard the vessel on which they had signed to serve as the regular crew. For example, at Seattle less than a year ago the local Painters' Union, backed by the Metal Trades Council, threatened to declare the steamers of Pacific Steamship Company as "unfair" if seamen were permitted to use a paint brush aboard ship while in port. Other trades have on various occasions presented similar unreasonable claims and demands. The Riggers have claimed all the work in the rigging; Machinists, Pipe Fitters and others, have claimed all the work in the engine room, etc., etc. But there is no need to go into details because a recital of these would only open up old sores and direct attention to the deplorable fact that Labor's battles for justice and progress are not all directed against the employer.

The point which many of the organized workers ashore seem to be unable to grasp is that the very nature of the seaman's calling demands that he must, when called upon as a member of the regular crew, do all work required "relating to the vessel, and the stores and cargo thereof, whether on board, in boats, or on shore." This has been the law, custom and ruling in all maritime nations ever since there have been ships.

But there is another equally important, and perhaps more serious, angle to the case at issue.

Through years of heart-rending struggle the Seamen of America have virtually single-handed elevated themselves and their calling to a position of honor and respect, but above all to a place where their labor brings in a fair return. This, together with reasonable working hours and fairly steady employment has actually brought the seamen's calling to a degree comparative with the average trade ashore. In a word, the seamen have just about established for themselves a decent place in the world of labor.

Now, what would happen if the seamen conceded to all the claims of their organized fellow workers ashore?

Well, to begin with, all hands, except perhaps the officers, would be required to walk ashore whenever their vessel arrived in port. Skeleton crews only would be carried to take the ships from port to port. There would be an end to steady employment and naturally the best men would seek employment ashore with the inevitable result that wages would go down and working hours the other way. In the long run this would furnish a little more work to certain shore unions but the Seamen's organization would be so weakened in membership, strength and influence that it is exceedingly doubtful if they could survive at all.

This is not a particularly optimistic picture but it is surely based upon sound logic. No shipowner on earth will keep seamen by the ship while in port if they are not permitted to do anything except eat and sleep.

It should be distinctly understood, of course, that the organized Seamen never have claimed any extensive repair work aboard ship. They have always frankly conceded that shipbuilding is the shipbuilder's work and any disputes over cases of this character have been promptly adjusted in favor of the particular shore union concerned.

This, however, must not be construed as meaning that the Seamen will relinquish any and all work in port which may be claimed by others. To do so would spell suicide for the craft and the International Seamen's Union of America is entirely too healthy and vigorous a youngster to be thinking about anything except a greater future, always upward and onward until internecine quarrels and fraticidal strife have been abolished and the Brotherhood of Man has truly encircled this little earth of ours.

LABOR'S IMMIGRATION POLICY.

It is scarcely an overstatement to say that, from the point of view of the United States, immigration is the greatest public problem confronting the nation. It determines to a greater or less extent every other public problem. Investigators who get at the heart of the various national questions of the day find, almost without exception, that immigration is one of the chief factors to be considered. It is inevitable that this should be so. For it is obviously impossible that over 32,000,000 aliens, from every European nation and many others, should be introduced into a new country like the United States in less than a century, without influencing every thread of the social fabric from one extremity to the other. Hence, a knowledge of immigration is almost a prerequisite for the intelligent handling of any other public question.

The "summary of facts" in the report of the Federal Immigration Commission (published December 10, 1910) contains the following significant data:

From 1820 to June 30, 1910, 27,918,992 immigrants were admitted to the United States. Of this number 92.3 per cent. came from European countries, which countries are the source of about 93.7 per cent. of the present immigration movement. From 1820 to 1883 more than 95 per cent. of the total immigration from Europe originated in the United Kingdom, Germany, Scandinavia, the Netherlands, Belgium, France, and Switzerland. Following 1883 there was a rapid change in the ethnical character of European immigration, and in recent years more than 70 per cent. of the movement has originated in southern and eastern Europe. In a single generation Austria-Hungary, Italy, and Russia have succeeded the United Kingdom and Germany as the chief sources of immigration. In fact, each of the three countries first named furnished more immigrants to the United States in 1907 than came in the same year from the United Kingdom, Germany, Scandinavia, France, the Netherlands, Belgium, and Switzerland combined.

As a class the new immigrants are largely unskilled laborers coming from countries where their highest wage is small compared with the lowest wage in the United States. Nearly 75 per cent of them are males. About 83 per cent are between the ages of 14 and 45 years, and consequently are producers rather than dependents. They bring little money into the country and send or take a considerable part of their earnings out. More than 35 per cent. are illiterate, as compared with less than 3 per cent. of the old immigrant class.

For these reasons and others too numerous to mention the reconstruction program of the American Federation of Labor has been made particularly clear and emphatic as regards future immigration.

The American Federation of Labor deems it essential that additional legislation regulating immigration should be enacted based upon two fundamental propositions, namely, "that the flow of immigration must not at any time exceed the nation's ability to assimilate and Americanize the foreigners coming to our shores, and that at no time shall immigration be permitted when there exists an abnormal degree of unemployment."

By reason of existing conditions the American Federation of Labor urges "that immigration into the United States should

be prohibited for a period of at least two years after peace has been declared." Surely, Labor's sane and logical policy on immigration should be "the" policy for all who are Americans in spirit as well as in name.

A great deal of interest has been aroused by the building of the vessel that will set sail from British Columbia practically solid with timber and will be sold entire when it reaches its destination; a ship, in short, that is part of its own cargo. One is reminded of the story of "The Ark of Elm Island," written some forty years ago by Elijah Kellogg, in which the author imagined a similar ship, built for the same purpose, successfully adventuring from Maine to the West Indies. Captain Ben Rhines, the fictional builder and navigator, left space to carry some horses, sheep, and poultry to sell at his port of destination, and their presence aboard his unusual vessel gave it the name of "Ark." One wonders whether Mr. John Arbuthnot of Victoria, British Columbia, who devised and patented the plan for building the nearly solid timber ship of to-day, had sometime in his youth read Mr. Kellogg's story. The coincidence at any rate gives point to the suggestion that he name his vessel The Ark even if it carries no animals.

The "left wing" of the Socialist Party has split into two sections. One group, calling itself the Communist Party of America, has definitely withdrawn from the Socialist Party and is forming an organization of its own.—Press Item.

It was ever thus. No group of ultra radicals ever hangs together for any length of time. The cause of it all is the comparative ease with which any one can pose as a "radical leader." The real worth-while leaders, however, are the fellows willing to fight on, year after year, and slowly but surely secure more of the world's goods and a greater degree of happiness for all who earn their bread in the sweat of their brow.

The flagship "New Mexico," leading more than forty ships, the main body of the new Pacific fleet, passed abeam of the reviewing ship, the famous "Oregon," into San Francisco bay at 11 o'clock on Labor Day. Admiral Hugh Rodman is in command of the fleet. Combining with the fleet on the last leg of its ocean-to-ocean cruise, an airplane squadron and a procession of thousands of automobiles made the run from Santa Cruz north and the entrance into San Francisco harbor one of the most spectacular and remarkable sea, air and land pageants ever witnessed.

In an interview Beverly D. Harris, vice-president of the National City Bank of New York, made a significant remark which indicates that Bolsheviks are not the only ones who are looking for the possible repudiation of war debts by many European nations. Speaking of a number of things that might interfere with "prosperity" after the war, Harris mentioned as one of them "the possible inability of Europe to pay its debts."

A man without an ideal is dead; so is the man who can only dream of an ideal and never dares work and fight for it. Therefore work and fight for economic justice and human brotherhood.

WAR WITH MEXICO; WHY?

The Other Side of "Intervention," by Manuel Carpio, U. S. Correspondent for Mexican Newspapers.

Those who at present advocate armed intervention by the United States in Mexico for the sake of avenging the grievances of private individuals must take into consideration the kind of task they would attempt.

No one is endeavoring either here or in Mexico to discuss whether or not the United States is capable of "beating" Mexico. The United States will surely "beat" Mexico if she wants to, and all the idle talk that has been going on at different places to the effect that Mexicans are defiant and confident that they can "lick" the United States can only be construed as a provocation of resentment.

Apart from this barren arguing as to "licking" and "beating" abilities, there is something that those who love to be fair cannot overlook Either this proposed intervention is desired by gentlemen whose ambition it is to own the natural resources that Mexico possesses, or by other gentlemen who may think that Mexico is not civilized enough with its Spanish type of culture and needs an Anglo-Saxon revamping.

Those who wish to own Mexico's natural resources may well invoke the principle, "The flag follows the investor," and for this type of conqueror all forms of logic are unavailing. For how could you convince them of the fact that there is no more justification for the use of arms against a country where foreign investors are experiencing difficulties (by no means greater than those of the natives) than there would be in using machine guns against so many speculators who right here, in the centers of stock trading, have robbed and continue to rob many innocent people? Is there more ungodliness in the bandit who holds up a man with a pay-roll around the Tampico swamps than in the "broker" who sets up his trap in the Wall Street district in quest of credulous victims?

The "intervention" fiends would not hesitate to have armies and navies sweep into Mexico, sacrificing many thousands of human lives in order to avenge the misdeeds of criminals; but they perhaps do not reflect what the world might think of them if, on account of the conspiracies of the stock market pirates, they suggested to take by fire and sword the Wall Street district—and so many other districts, for that matter—and make a "clean-up job."

It has been variously intimated, but not proved, that the present Mexican Government has failed to punish wrongdoers against foreigners; but it is a fact that many of the marauders that have been making trouble around the oil fields and elsewhere have paid for their crimes with their lives. I have seen many of those men hanging from telegraph posts and have witnessed the execution of bandits whose assaults against life and property have been proved beyond doubt.

It is unfair to assume that the Mexican Government is indifferent to crimes, whatever their nature, and knowing, as it does, that whenever a foreigner is hurt, especially an American, an enormous clamor is raised in the press, blaming the whole Mexican people and demanding indignantly the use of force against that nation.

The impression has been created that there is a peculiar form of apathy, if not of satisfaction, on the part of the Mexican Government every time a grievance is inflicted on Americans, or any act is committed which can be interpreted as an international insult.

I am speaking now of things which belong to my personal knowledge. I have been in Mexico City when reports have been given by the press of bandit aggression against foreigners, and I have noted the feeling of apprehension that both people and Government experience, not because they are conscious of personal guilt or because of national cowardice, but because of the uproar for intervention that the press habitually raises on this side of the border.

We know that for the purposes of human equity no foreign Government could impress upon our minds a better concept of right and justice than the institutions that we ourselves can set up, no matter how great their shortcomings. Surely, the shortcomings in administration and in efficiency for the protection of life and property that are to be found in the Governments that are considered most advanced and democratic are by all means comparable with the shortcomings that our dictatorial and revolutionary Governments exhibit to the eye of the impartial observer.

We know, as we visit your great cities and your splendid offices of administration, that your country and ours are not, in point of fact so far apart in some respects. We see that we have not got rid of intrigue and dishonesty in politics; that much needs to be done before can be said that both investments and lives are absolutely safe from aggressions of speculating bandits, crooks and murderers.

Are you indeed safer wearing diamonds and carrying sums of money with you on the streets of New York or Chicago than in Tampico?

If we were more powerful than you, we might,

(Continued on Page 10.)

OFFICIAL.

SAILORS' UNION OF THE PACIFIC.

Headquarters, San Francisco, Cal., Sept. 2, 1919.
Regular weekly meeting came to order at 7 p. m. Secretary reported shipping good; members ashore increasing.

JOHN H. TENNISON,
Secretary pro tem.

Maritime Hall Bldg., 59 Clay Street. Tel. Kearny 2228.

Victoria, B. C., August 25, 1919.
No meeting. Shipping slow.

J. ETCHELLS, Agent.
Room 11, de Cosmos Block, 1424 Government Street.

Vancouver, B. C., August 25, 1919.
Shipping fair; prospects uncertain.

W. G. MILLARD, Agent.
58 Powell Street E. P. O. Box 1365. Tel. Seymour 8703.

Tacoma Agency, August 25, 1919.
Shipping medium.

H. L. PETTERSON, Agent.
2016 North 30th St. Tel. Main 808.

Seattle Agency, August 25, 1919.
Shipping quiet.

P. B. GILL, Agent.
84 Seneca St. P. O. Box 65. Tel. Main 4403.

Aberdeen Agency, August 25, 1919.
Shipping good; men scarce.

ED. ROSENBERG, Agent.
P. O. Box 280. Tel. Main 557.

Portland Agency, August 25, 1919.
Shipping good; prospects good.

JACK ROSEN, Agent.
88½ Third Street. Tel. Main 6013.

San Pedro Agency, August 25, 1919.
Shipping fair; men scarce.

HARRY OHLSEN, Agent.
128½ Sepulveda Bldg., Sixth St. P. O. Box 67. Tel. 137 R.

Honolulu Agency, August 18, 1919.
Shipping dull; prospects poor.

JACK EDWARDSON, Agent.
P. O. Box 314. Tel. 2526.

MARINE COOKS' AND STEWARDS' ASSOCIATION OF THE PACIFIC COAST.

Headquarters, San Francisco, Cal., Aug. 29, 1919.
Regular weekly meeting was called to order at 7 p. m., Ed. Andersen in the chair. Secretary reported shipping fair.

EUGENE STEIDLE, Secretary.
42 Market Street. Phone Kearny 5955.

Seattle Agency, Aug. 21, 1919.
No meeting. Shipping good.

J. LEONARD NORKGAUER, Agent.
Grand Trunk Dock Room 203. P. O. Box 214. Phone Main 2233.

San Pedro Agency, Aug. 21, 1919.
No meeting. Shipping fair; very few men ashore.

L. BOTSFORD, Agent pro tem.
613 Beacon Street. Phone Sunset 336. P. O Box 54.

DIED.

Joseph Morron. No. 2730, a native of Ireland, age 30. Died at Victoria, B. C., August 23, 1919.
Frank Yerna, No. 24, a native of Belgium, age 30. Died at sea, May, 1918.

For the purpose of carrying troops from British Columbia to the Orient and the Antipodes, two passenger liners, the steamships "Tahiti" of the Union Steamship Company of New Zealand and the "Prinzessin," a former German liner, which was seized by the allies during the war, are on their way to the North Pacific. Both vessels are due at Vancouver, B. C., about September 7. The "Tahiti" will carry Australian troops now on their way to British Columbia from war service in France. The vessel is operated in regular service between San Francisco and Auckland and has been diverted to British Columbia for one voyage. The "Prinzessin" will carry relief troops for the Hongkong garrison from Vancouver. She will probably take a total of 800 men.

OUR WASHINGTON LETTER.

(By Laurence Todd.)

It all depends on who says it. When labor spokesmen told President Wilson and Congress that high prices were driving many poor people toward the verge of an explosion hostile newspapers and politicians shouted that labor was threatening a revolution in order to drive through the Plumb Plan for operating the railroads.

A few days later Washington newspapers appeared with headlines announcing that a United States Senator "Fears Revolution if Treasonable Prices Continue." The Senator in question was Kenyon, of Iowa, who had been urging the House Committee on Agriculture to approve his bill to license the big packers so that they could be controlled in favor of the public and the small competitors. In the course of his testimony Kenyon said:

"We despise anarchy and violence, riots and brute force, but we know of revolutions that have been justifiable. It would seem that those who are in possession of great wealth and who control and manage great and powerful corporations should carefully view the present situation and help us to solve the knotty problem. They should hasten to do so before it is too late. Already it has been suggested by conservative men that another 'Boston Tea Party' is needed, with the trusts playing the part of King George."

Millions of American wage earners and housewives will testify that Kenyon voiced their opinion, and that the railroad workers were right when they said constructive measures must supplant the policy of national drift if we are to avoid trouble. Listen to Senator Walsh, of Massachusetts:

"In my opinion the high prices are due primarily to the worst condition of criminal profiteering that any country has ever seen. I think when the evidence is made public as to the terrific amount—millions and millions of dollars—of profits that have been made by manufacturers and producers of foodstuffs in this country, we will have all we can do to satisfy our people that they are living under a government which can protect them and will protect them."

Senator King, of Utah, revived the dead excuse of twenty years ago when he interrupted Walsh to ask: "Does the Senator think that the profiteering has gone to the extent of violating the criminal statutes of the various States and of the United States?" King's idea appeared to be that if the people were starved legally they would have no right or excuse to complain. The American Colonists did not say King George was a law-breaker. They said his laws were unjust, and they insisted on getting rid of both the king and his legal excuses, when justice was stubbornly denied them.

Commissioner Colver, of the Federal Trade Commission, throws a bright light on those full page advertisements of the meat trust, wherein it is shown that the packers net only one-quarter of a cent per pound on all the meat they sell. Colver shows us that the big profits are taken out before the cattle are killed, for the very purpose of concealing the profit on the finished product. The same men own the stockyards who own the slaughter houses. And the stockyards soak the slaughter houses such high rentals, etc., that the books of the latter look like the books of almost bankrupt concerns. That vast jump in the price of meat which occurs between the pasture and the packer is sucked up the stockyard flue. The Kenyon bill aims to prevent packers from owning stockyards, and that goes far to explain the howl of the treed cats. It discloses the hidden pea in the packer's shell game.

So strikes and the wage issue will not down until the cost of living begins to down. New York walked for two days this past week while the subway and elevated lines were tied up 100 per cent. tight by the protesting workers. The company had offered them a 10 per cent. raise on September 1. The men demanded 50 per cent. After two days of paralysis, the strike was settled with a 25 per cent. increase.

Milwaukee, Hammond, Ind., and Butler, Pa., have been the scenes of violence in labor disputes during the week. The Milwaukee riot occurred when scabs employed by the Cudahy packing plant clashed with the indignant wives of striking employes. One man was killed and eight others wounded. Deputies employed by the Cudahy company led in the shooting. In Butler the strike is at the Standard Steel Car plant, where 3000 men are out. State constabulary are on the scene and more than 20 persons have been injured. At Hammond the strike is against the same corporation. Ten companies of Indiana militia have been ordered to the spot.

Anthracite coal miners have served preliminary notice on the operators that they will demand more wages and shorter hours next spring. Addressing the tri-district convention at Wilkes-Barre, William Green, secretary-treasurer of the mine workers, explained that the principal demand of the miners would be for a closed shop, a six-hour work day and a wage increase of about 60 per cent. Green said experience had persuaded the miners that they could produce as much coal in six hours as in eight.

Although the situation in England is farther advanced, the trend in the coal industry in that country and here seems to be along similar lines. The Sankey Commission, appointed by the British Government, conducted extensive inquiries into the ownership of the mines and the conditions of labor, and then made its recommendation that the Government nationalize the fuel industry. Lloyd George had promised to abide by the recommendation which Sankey should make. He has now broken that promise and offered a bill in Parliament which would give the Government title to the coal deposits but permit the present owners to continue in possession of them under lease. Labor's retort to this broken promise is that "the Lloyd George bill constitutes a glorified combine between the mine owners and the cabinet."

Nationalization of coal mines is perhaps a long way off in America still, but private investors and organized labor are both waiting to see how the railroads are disposed of in the belief that if the Plumb Plan is adopted the great monopolized public utilities will all become subject to similar disposal. There is already a rumor in labor circles at Washington that American seamen are planning to go before Congress with a "Plumb Plan" of their own for the ownership and operation of the new merchant marine.

The argument of the seamen is that Uncle Sam already owns most of the merchant vessels, having built them with the people's money. He must now decide to keep and operate them himself or sell them to private corporations. Private shipping corporations are notorious exploiters of the sailor, and have at this moment a determined campaign on foot to repeal the law which lifted the sailor a little higher than a slave since it was enacted half a dozen years ago. The organized sailors may propose that the Government keep the ships and permit them to be operated by their present officers and crews, after the manner of the railroad plan. The officer class is said to be very weary of its present status and may join in with the truly democratic purpose of the sailors.

The coming big show-down in the steel industry moved a step nearer on August 21 when final count of the referendum showed that 98 per cent. of the workers queried were in favor of a general strike if necessary to unionize the trade.

The strike vote count was conducted at Youngstown, Ohio, where the officers of twenty-four unions affiliated with the steel industry were gathered. Before proceeding with plans for the strike, a committee of six leaders will make a final effort to wring from the steel barons some statement of their attitude toward the demands of the men. Samuel Gompers is one of the men named to approach the steel corporations in this last effort to avoid a walkout.

As the matter now stands the corporation officials are given ten days in which to receive the union officers in conference, or finally refuse to treat with them. Should the corporations refuse to confer, the committee of six are authorized to call the general strike. The twelve basic demands of the steel workers were set forth in this correspondence a fortnight ago. They begin with the right to collective bargaining and include the eight-hour day, one day's rest in seven, standard scale of wages for classified workers, the check-off system of collecting dues and the abolition of company unions.

The arrogant attitude of the steel barons is believed to be based on their view that many of the steel workers are not organized and will not strike. In this attitude they overlook the high cost of living, which affects both union and non-union men and drives all wage-earners to desperate efforts to procure relief, and the steady organizing work of the American Federation of Labor, which neither constabulary nor kept politicians have been able to prevent.

The Director-General of Railroads, Mr. Hines, promises to make an early decision on the petition of the repair shopmen, who acceded to President Wilson's request that they resume work for the time being. The men who abandoned their highly successful strike out of respect for the Chief Executive contend that the high cost of living is only one of their motives in asking more money. They assert that they wish on general principles to birng their pay up to the level paid for similar service in private industry. The minimum wage scale for the shopmen at present is given as 68 cents an hour. The men are asking for 85 cents.

An increase of 35 to 65 per cent. in

wages is demanded by the leaders of 117,000 railway firemen and hostlers (Brotherhood of Locomotive Firemen and Enginemen) who met in Cleveland on August 17. The principal demands of the men are that firemen and helpers in the passenger service shall be paid $6.50 per day of 100 miles or less, except when Mallet engines are used, when $7.20 a day is asked; in the freight service on engines of less than 200,000 pounds the fireman's pay shall be $6.50, and on engines of more than 200,000 pounds it shall be $6.80 per day of 100 miles or less, computed on a speed basis of 12 miles an hour. Director-General Hines intimates that this demand of the firemen and hostlers will force an early consideration of the wage claims of all the 2,000,000 railway workers.

The farmer is being educated in the hard school of the trade union man. On August 9th seven Ohio farmers were arrested for the heinous crime of having come into Cleveland as representatives of the Farmers' Co-operative Milk Company, which competed with the city milk dealers and sold milk cheaper than it can be had in most cities the size of Cleveland. The farmers were guilty of collective bargaining, for their own benefit and that of the city dwellers. The indicted men are among the most prominent and respected farmers of the State.

"In order to make their humiliation or intimidation more pronounced," says the National Board of Farm Organizations, "these men were arrested at their farm homes in the night, taken to the city of Cleveland and there thrown into jail without opportunity to secure bail until the next day. The jail itself was full of vermin, and the treatment accorded these men was barbarous and extreme."

This sounds rough, but very educational. A little more of this and the farmer will know that the wage-earner is his natural ally in the fight for a better world.

The British air staff has for some time been mapping out the stages of aerial routes to Australia from Cairo via Damascus, Karachi, Delphi, Calcutta, Singapore, Sumatra and Australia. Pioneer flights have been made along this route as far as Karachi, Delphi and Calcutta, and a good deal of valuable information obtained. In Australia the first aerodrome base will probably be Normanton, on the Gulf of Carpentaria, the route leading thence to Sydney, Wyndham and Melbourne, and at Melbourne branching into two routes, one west to Perth and the other south to Tasmania and east to New Zealand. The significant fact is that for practically the whole proposed overland route from Cairo to New Zealand the air bases will be on British territory and the air routes over British territory or the sea.

Four-year-old Hilda had been to stay with her cousins, two romping, boisterous boys, who had teased her sadly the whole time. When she came back, and was telling her father about her visit, she said: "Daddy, every night when Jack and Roger say their prayers, they ask God to make them good boys." "That's quite right," said her father. "But," she added, significantly, "He hasn't done it yet."

Demand the union label.

LASCAR CREWS.

A highly significant statement has just been given to a representative of the JOURNAL, in an Atlantic Coast port, by a licensed deck officer serving on a British steamship.

For obvious reasons the name of this officer and the name of his vessel are not published.

The statement, however, is absolutely authentic. It reads as follows:

"I am at present second officer on the S. S. . . . of the . . . line of Glasgow. This company operates about eighty vessels in the Eastern trade between India, Australia and England. Our vessel is nine thousand tons deadweight. It burns oil and coal. We carry five engineers, including chief and about forty firemen, oilers and coal-passers. We carry on deck about forty lascars, also four deck officers and two cadets, a European carpenter and European chief steward and eight lascars in the steward's department; also two European wireless operators. From India to England during the war we got ten pounds a ton. Now I think we get about seven pounds a ton.

"They pay the lascars an average of a pound a month. They are hired at Calcutta through the government shipping office. They sign on for twelve months. No line not having a large number of vessels could afford to carry lascars because of the necessity of returning them to their home port when the articles expire. A pound a month is high wages for Indians. They live on rice mostly, some meat and curry stuff. Their main food is a pound and three quarters rice per day. I should think that $.30 per day would cover their food. During the war I was on the S. S. . . . when she was torpedoed in the Eastern Mediterranean. She sank in six minutes. The captain, chief steward, second assistant, fourth officer, five engineers, one cadet wireless operator, and about forty lascars were lost. There were about ninety lascars on that ship. We managed to launch two boats out of six. The boat of which I had charge I launched alone without any assistance. The lascars were absolutely helpless. They are extreme fatalists in a case like that and make no effort to save themselves or to launch a boat to save anybody else. It is very difficult to get them to do anything. They don't get excited but become very melancholy, wring their hands and cry to Allah to save them, but make no efforts to save themselves.

"I was on the S. S. . . . of the same line when she was torpedoed in December, 1917, in the English Channel. She was carrying tea. She sank in about two hours. The lascars could not be induced to help lower the life-boats, but immediately after the European officers had gotten two boats lowered they were filled until sinking condition with lascars who rowed away leaving the Europeans on board. These were the only two boats on the ship, two having been destroyed by the explosion of the mine. We officers and engineers who were left on board managed to attract the attention of a rescue boat which finally came and took us off before the vessel sank. As stated, we officers lowered the boats after having found it impossible to get the Indians to assist. They swarmed into the boats like sheep and it was impossible to stem the tide of their flight.

"I am receiving 24 pounds a month as second officer. The first officer gets 25 pounds, third officer 20 pounds, chief engineer about 30 pounds, second engineer about 26 pounds.

"I have been ashore in Belfast, Liverpool and Glasgow lately, and find that the cost of food, clothing and rent, also other necessities of life, are very little lower than the cost in New York, if any lower at all. There is a very fast migration of British officers and engineers to America, where better wages and conditions prevail, and I look to see that migration increase further unless wages and conditions come up on British vessels. I am also expecting to join my brothers who are already in America."

WEALTH AND FREEDOM.

There cannot be freedom to exchange wealth until freedom to produce wealth is established, and there cannot be freedom to produce wealth until the land, the source of wealth, is made free for use. Land monopoly and protection must be confronted by land taxation and free trade.—R. L. Outhwaite, in "Land and Revolution."

Battle deaths among American enlisted men averaged 8 per 1000, among emergency officers 11 per 1000, and among regular army officers 14. Of every 1000 officers landing in France 330 were killed or wounded.

Labor's Economic Platform

Following is the Economic Platform adopted by the American Federation of Labor:

1. The abolition of all forms of involuntary servitude, except as a punishment for crime.

2. Free schools, free text books and compulsory education.

3. Unrelenting protest against the issuance and abuse of injunction process in labor disputes.

4. A work day of not more than eight hours in the twenty-four hour day.

5. A strict recognition of not over eight hours per day on all Federal, State or municipal work, and not less than the prevailing per diem wage rate of the class of employment in the vicinity where the work is performed.

6. Release from employment one day in seven.

7. The abolition of the contract system on public work.

8. The municipal ownership of public utilities.

9. The abolition of the sweat-shop system.

10. Sanitary inspection of factory, workshop, mine and home.

11. Liability of employers for injury to body or loss of life.

12. The nationalization of telegraph and telephone.

13. The passage of anti-child labor laws in States where they do not exist and rigid defense of them where they have been enacted into law.

14. Woman suffrage co-equal with man-suffrage.

15. Suitable and plentiful playgrounds for children in all cities.

16. The Initiative and Referendum and the Imperative Mandate and Right of Recall.

17. Continued agitation for the public bath system in all cities.

18. Qualification in permits to build of all cities and towns, that there shall be bathrooms and bathroom attachments in all houses or compartments used for habitation.

19. We favor a system of finance whereby money shall be issued exclusively by the Government, with such regulations and restrictions as will protect it from manipulation by the banking interests for their own private gain.

WEEKLY NEWS LETTER.

(Continued from Page 3.)

high cost of living upon the health of citizens of New York, and stated that he believed the conditions set forth to be typical of the majority of American families.

"This study undertaken officially and in a dispassionate spirit," writes Dr. Harris, "has revealed the existence of a considerable amount of deprivation and want. I have reason to know that since this study was completed conditions have, if anything, become worse. In view of the fact that according to various studies which have been made, there are probably more than 4,000,000 persons sick in this country at any given time, it is of great moment, from an economic viewpoint, to consider how gravely the sick are handicapped in their recovery and convalescence because of the high cost of living.

"Properly interpreted, the facts presented in this report would seem to indicate that many who are suffering from the effects of the high cost of living will have their power of resistance to various diseases greatly weakened and this would be a cause of serious apprehension in the event of a recurrence of the epidemic of influenza and pneumonia."

Gets What Workers Get.

Edward T. Leech, editor of the Memphis (Tenn.) Press, was escorted to jail—where he will serve ten days for contempt of court—by a brass band, an automobile and a delegation of prominent citizens, who lustily demanded free press. The editor was charged with criticising public officials when he discussed politics in a general way. The editor's friends point to the process by which the editor was jailed—without jury trial and by the court that combines itself into judge, law maker and executioner.

This evil has been combated for years by organized workers who have been jailed by the same methods used in Editor Leech's case.

Trade unionists are hopeful that the latest exhibition of injunction power will be remembered by prominent citizens who have heretofore turned a deaf ear when the workers urged that American rights be maintained.

Service Vs. Profits Is Railroad Issue.

"The people must decide between service and profits in the settlement of the rail road question," said Frank Morrison, secretary of the American Federation of Labor, in urging the House Committee on Interstate and Foreign Commerce to favor the Sims bill, which embodies the railroad employes' solution of the railroad problem.

"In all discussions of this question," said the trade unionist, "it would be well to bear in mind that quasi-public corporations are created for service and not for profit. A long line of decisions, from the Supreme Court of the United States down, have invariably held that the fundamental purpose of these corporatons is to serve the public and that they are only entitled to a fair remuneration.

"Hardly any one will deny that under private management the railroads have been financial footballs and that they have been directed by interests whose wreckage of numerous railroad systems is common knowledge. This wreckage has been accompanied by a debauching of legislatures and other political activity that tested democratic institutions.

"The times call for new arrangements in the management of properties that are only made possible by the public's consent.

"The passage of the Sims bill will reestablish the theory that railroads should be operated for public service rather than for private profit.

"Aside from the application of democracy in these properties, and their handling by practical railroad men, the Sims bill will squeeze all fictitious values out of these properties. This will affect living costs and reduce charges the public now meet, for then it will no longer be necessary to compel the railroads to earn dividends on millions of dollars of watered stock."

Frey Has Tough Job.

Editor Frey of the International Molders' Journal has tackled a tough job by insisting that proper terms be used in the discussion of economic questions.

"It is sometimes easy," he says, "to get terms mixed. Recently we listened to an employer who did not seem to recognize any difference between a minimum wage, a living wage and a fair wage.

"For his benefit, and that of a few others, let us say that a minimum wage is a wage below which no one is to be paid.

"A living wage is a wage which, so far as the theory is concerned, is intended to enable the workmen receiving it to purchase the necessities of life. It is based somewhat upon the price of necessities, the cost of living.

"A fair wage is a wage which is intended to give the worker a fair share of the wealth which he assists in producing. It is but seldom that a minimum wage, or a living wage, is a 'fair' wage."

Old Anti-Union Trick.

The Cotton Factory Times of Manchester, England, prints this document, signed 62 years ago, and which indicates that one anti-union trick is not new:

"Form of Declaration to be signed by every Operative Spinner as an indispensable condition of Hiring.

"I, Richard Waterhead, do hereby solemnly declare that I will not now, nor so long as I continue in the service of Thomas and William Eccles, will I become a member of, or directly or indirectly a subscriber to, or a supporter of any Trade Union, or other Association whatever (the regular and legal Sick Clubs alone excepted).

"As witness my hand this Sixth day of January, 1857. Richard Waterhead. His X mark."

A GOOD IDEA.

A physician is measured by his ability to cure the sick, an engineer by the soundness of his bridge and ship. Why not measure a railroad president by his ability to supply coal in winter, to run trains on time, and decrease freight, rather than by his private accumulations? Why not measure a merchant or a banker by similar tests? -James H. Tufts, in "The Ethics of Co-operation."

WAR WITH MEXICO; WHY?

(Continued from Page 7.)

perhaps, be inclined to show with some kind of haughtiness the records of such cities as Guadalajara, Puebla, Queretaro, Monterey and Mexico, as proportionally better than many of the big American cities in respect of the number of assaults, murders and conspiracies against property.

We know that you have progressed along the lines of using the natural resources of the land to a very high degree, and we admire your achievements in public education; but we have an unimpeachable answer for the gentlemen who propose a revamping of Mexico according to the Anglo-Saxon type. Our answer is this: We possess a native art superior in all its inner aspects to any other native art on the American continent. We have the Castilian type of homes second to none in the world. Our women are taught the purest and the highest conceptions of virtue, which consists in controlling all reflex impulses that are always less tolerable in women than in men. It is not ignorance that keeps our women from using to their utmost their liberties; it is a sense of the highest virtue.

We have not the same kind of industries as the Anglo-Saxons, because we lack the same kind of natural elements and the necessary financial advancement. It must be remembered that the natural resources of Mexico are of a kind that need enormous investments.

Europe, no doubt, would have long ago accomplished in Mexico most of the things that constitute the material advancement of the United States, if in Mexico we had had the same endowments of nature, such as rivers, coal, and great extensions of cultivable land which do not need costly irrigation systems.

Spain discovered our mines and exploited them the best she could. Despite her unquestionable backwardness in public administration, she left us splendid tokens of superior culture which we have preserved despite banditry, filibusterism, and political turmoils.

We have had great scientists who have at all times been honored in Europe. Our literary record is among the highest in the Spanish speaking world. Such men as Ruiz de Alarcon, Rive Palacio, Altamirano, Ramirez, Vigil, Sierra, Nervo would be the pride of any country. Mexico produced all these men without any influences from Anglo-Saxon sources.

We owe a great deal to France, and we admire her type of culture. The French have given us a considerable part, if not the largest, of our training in modern thought. Philosophy, literature, science, methods of commerce, and even the art of conversation we have learned from France. Musical ability, gentleness of manners, humor that is not offensive—we have evolved all those things from our Spanish-French type of culture. What other spiritual and social improvements could we derive from an armed American intervention?

Have there been any race riots in Mexico City? Do we indulge in lynching? Or is there a possibility that this sort of thing might not be instilled in our habits through armed American intervention? Machine guns are not used to-day in Mexico to end strikes and other disturbances.

Our record shows an ignoble "Decena Tragica," but that was the result of a political coup d'ètat peculiar to Latin-American life. We are now confident that such acts of pretorianism will occur no more in our midst.

Who can, really, show a good reason for armed intervention in Mexico? We want only one kind of intervention from you—your books, your highest thoughts, your ideals of liberty, your aspirations for a better world, a friendship that is not founded merely on profits. Material conquest fades away, but the spirit lasts forever.

MIND OVER MATTER.

(From Tit-Bits, London.)

If you think you are beaten, you are;
  If you think you dare not, you don't.
If you like to win, but you think you can't,
  It's almost certain you won't.
If you think you'll lose, you've lost;
  For out of the world we find
Success begins with a fellow's will;
  It's all in the state of the mind.

If you think you're outclassed, you are;
  You've got to think high to rise;
You've got to be sure of yourself before
  You can ever win a prize.
Life's battles don't always go
  To the strongest or fastest man;
But soon or late the man who wins
  Is the man who thinks he can.

The interests of labor and capital are one, declare some persons. But the very frequency and insistency with which the statement is made would seem to argue a doubt as to its correctness.

Demand the union label.

THE U. S. STANDARD OF LIVING.

(Continued from Page 2.)

a system, as the public is responsible, in a large measure, for the unhealth which exists to-day. But the worker should pay a share, for he is responsible in some degree for sickness in his family. Above all he should feel, when he receives medical, surgical, or hospital treatment, that he is receiving services which belong to him of right and are not alms from either the state or private persons.

The sickness and physical deficiencies revealed by the selective draft has happily demolished forever the carefully fostered fallacy that the American workman is so well paid, so well nourished, housed and clothed, and so intelligent that he needs nothing in addition to the existing agencies to look after his exuberant good health. The quantitative consumption of health-giving and health-maintaining services in the average American family is certainly very much below what is necessary to attain and maintain reasonably good health. It is very clear that the medical profession and the hospitals must be more completely and effectively organized and directed for the purpose of improving the health of the community. Until this is done it is scarcely possible for the average American family to buy the required amount of health service to keep health and efficiency up to a reasonable standard.

Insurance.

Consideration of the adequacy of health expenses brings us directly to the subject of insurance against the hazards of death, sickness, accident, old age and invalidity, and unemployment. In modern life provision against these hazards is just as necessary as medical service, or, for that matter, food. The amounts spent by American families for life insurance in 1918 ranged from about $10 in the lower income groups to about $65 in the higher income groups. The average is probably not far from $40. This amount paid each year in premiums for ordinary life and term life policies would give the average family sufficient protection against the hazard of death. Unfortunately the agents in the field found it impossible to distinguish between so-called "industrial" insurance and bona fide life insurance. It seems at first blush as if it should be easy to differentiate between them on the basis of cost alone, but the amount of the policies was frequently not obtainable from the housewife, so the cost per $100 could not be ascertained. Very often, it was discovered, payments were accepted by the agents of the burial insurance companies semi-annually, or even annually, so it was not possible to make the distinction on the basis of the terms of payment of the premiums. About all it is possible to deduce from the schedules as to life insurance is that the workers pay enough on the average to secure sufficient protection against disastrous poverty resulting immediately from the death of the principal breadwinner of the family. Whether they get this sufficient protection is another matter. As explained above, it was impossible to get the quantity of and kind of life insurance bought at the prevailing market prices. Furthermore, only a part of the workers are insured at all, and those who most need life insurance are least able to buy it.

While payments for life and burial insurance by the average American family are as large as can be afforded and should buy enough insurance to protect the family adequately, the case is entirely different in case of casualty insurance and so-called "health insurance." The average expenditures, in Philadelphia, for these two kinds of insurance ranged from nothing in the income groups below $900 to $5.44 in the income groups $1800 to $2100. The amount of premiums paid by different families is very irregular. The average amount paid by different income groups and even by all income groups in different cities obeys no statistical law. The average for all families in Boston is 95 cents per annum, while for Philadelphia it is $2.74. It is very evident that no appreciable insurance protection against the hazards of accidental injury or sickness is included in the budget of the American workingman's family. Yet these injuries occur many times more frequently than death, and their hazards are just as readily calculable as is the hazard of death. It is not possible for the worker to buy adequate protection against the hazards of injury from accident and sickness even at the exorbitant prices charged by the private companies, because the companies do not sell the protection needed. The case is even worse with old age, invalidity, and unemployment. Some trade unions and a few establishments pay small old-age and invalidity benefits. Out-of-work benefits have been paid by a few trade unions in times of great stress. Unemployment is the one hazard that is purely industrial, and it causes more distress and social demoralization than any other hazard affecting the life and health of the workers. Yet nothing has been done about it by industry and next to nothing by society. Except for the feeble, sporadic help given by a few trade unions, the whole burden falls upon the individual worker. Industry should be made to pay the costs of production. A part of the costs of production under the present organization of industry is unemployment tempered by underemployment and overemployment. It would be a very simple matter to put the money costs of unemployment upon each industry in which employment is regularly irregular. This should be done. As it is now, the worker does not and cannot include in his budget protection against unemployment and the onset of old age and invalidity. Some unascertainable part of his trade union dues, if he pays any, goes for the purchase of an indefinitely inadequate amount of protection against these ills.

The percentage spent for insurance in all forms is not large, but its importance is much greater than this percentage indicates. Insurance makes for stability of family life, by distributing throughout the community shocks that would crush individuals and families. The present cost of insurance is so high that the workers are debarred from purchasing enough of it. The protection offered by private profit-seeking insurance companies is not secure and many inevitable contingencies are not included in their policies at all. Insurance is a relatively simple matter. It could be conducted as a community enterprise reaching all the people at half the expense now involved. The moral is obvious.

Amusements.

The matter of amusements is one of the most serious things in life. Wholesome laughter is as necessary to health and efficiency as good food and suitable raiment. Unlike the other wants considered, amusement is subjective, not objective, and therefore no objective unit of measure is conceivable. It is wholly impossible to guess how much amusement is obtained from a 17-cent moving-picture show. We know that large numbers of people must be amused by the movies, else the picture houses would not be packed. We can not say, however, that the families which patronize the movies get any more fun out of life than those which stay at home or go to the church festival. You can't keep people from being amused. They will get fun out of the hardest condition of life. Tom Sawyer, by using the most approved methods of the trust promoter and the professional advertiser, elevated fence whitewashing from the lowest form of menial drudgery to the rank of the most popular outdoor sport in his home town, so that for the time swimming and fishing were forgotten. The variety and weirdness of the different forms of amusement are astonishing. Some people derive much genuine enjoyment from funerals. Others seem to get quite as much fun out of grand opera. I once knew a physician of sound mind who got his recreation and amusement from directing a volunteer church choir. Truly, in the realm of amusement "One man's meat is another man's poison." One man will listen to a lecture on the Russian drama and will be upbuilded and refreshed amazingly; his neighbor will be put to sleep, and another man will be driven toward homicide, by the same lecture. The number of movies, dances, concerts, and the like attended by a worker and his family has no recognizable relation to the quantity of amusements they have imbibed. While all admit that "All work and no play makes Jack a dull boy," it may well be questioned whether the play furnished by the movies will make Jack brighter or duller.

Expenditures for movies increase consistently with increasing income. In Philadelphia only 38 cents per annum was spent for movies by families having incomes under $900, while the families having $2500 or over spent $37.22. In Boston the range was from 87 cents to $34.39. The average, for all incomes, was $10.18 for Philadelphia and $6.49 for Boston. Other cities show much the same averages and range of expenditures. The total average expenditure for all amusements amounted to $12.40 in Philadelphia and $9.23 in Boston. We do not know whether this means that Philadelphia working people found existence more amusing than Boston workers, or whether their lives being more sad they were driven to the movies and the pool parlors for cheer. We may assume, I think, that the sums spent for amusement in the income groups above $1300 are sufficient for recreational and health needs.

Conclusion.

From this very brief analysis of the data thus far worked up from the cost of living schedules it is apparent that there is no such thing as the American standard of living in the sense of a very superior standard giving all the necessaries, many of the comforts, and a goodly supply of the luxuries of life. On the contrary, we find that there are as many different standards as there are different incomes and families of different sizes. In the lower income groups the living conditions are hard indeed. The incomes of the lower paid workers must be increased and the cost of food, clothing, and housing must be lowered to enable these families to meet the higher costs of existence. Social legislation is needed to give them better and cheaper food, clothing, houses, medical treatment, and insurance. Even in the higher income groups conditions are not so easy as they are frequently pictured to us. Let us not be fooled by the cry that the American standard of living is the highest in the world. Let us make the minimum living standard in America one that will support life in decency and health.

International Seamen's Union of America

(Continued from Page 5.)

LAKE DISTRICT—(Continued).

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Labor News

Officers of the International Molders' Union report that 5,012 new members were admitted during the first six months of the present year.

Twenty-five hundred men of the New York District Brotherhood of Painters, Decorators and Paper Hangers have won their demand for a one dollar an hour and a forty-hour week.

In response to urgent cables to come home, Samuel Gompers, President of the American Federation of Labor, has cut short his visit to Europe, to take a hand in quieting present industrial unrest in America.

The New York State Reconstruction Committee has recommended to Governor Smith that the State Employment Service acquire a monopoly in that field. The Commission is convinced that the problem of this phase of unemployment will never be solved while private employment agencies are entrusted with the task. The report excepts trade unions and agencies supplying service of a personal and professional character.

Under an order by the President the Federal civil service regulations have been amended so that the Federal Board for Vocational Training will test, train and certify to the United States Civil Service Commission disabled ex-service men who desire to enter civil service employment. The amended regulations permit the fullest co-operation of government agencies with the Federal board in the vocational rehabilitation of disabled soldiers, sailors and marines.

Most of the inspectors in the municipal service in New York are receiving less than $1,800 a year, and they are demanding this minimum of the Board of Estimate. Wm. B. Scheer, president of the Municipal Inspectors' Union, in a statement in the Civil Service Record, says lack of money in the city treasury is no excuse for refusal, and points to the increasing community-earned land values, which should be taxed into the community's funds, from which all civil servants should be paid a living wage.

Thomas Davies Mutch, Labor member of Parliament in New South Wales, Australia, addressed Chicago newspapermen recently on the achievements of the Journalists' Association in Australia, a newspapermen's union. He declared a minimum wage of $40 had been established and the 48-hour week was insisted upon, while overtime work was subject to extra pay. Altogether, the conditions of Australian newspapermen have been improved to such a degree that young men who previously entered the so-called professions are becoming newspaper writers, he said.

The price of food has advanced 91 per cent. from May 15, 1913, to May 15, 1919, and continues to advance, reports the United States Bureau of Labor Statistics. During this period lard increased 146 per cent.; flour, 127 per cent.; bacon, 110 per cent.; corn meal, 107 per cent.; pork chops and potatoes, 106 per cent each.; ham and lamb, 104 per cent. each; eggs, 102 per cent.; sugar and hens, 96 per cent. each; butter, 89 per cent.; round steak, 87 per cent.; plate beef, 86 per cent; chuck roast, 84 per cent.; rib roast, 77 per cent.; bread, 75 per cent.; sirloin, 73 per cent. and milk, 69 per cent.

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Adams, A. D.
Anderson Adolf (4)
Anderson Harry (2)
Anderson, Chris
Anderson, John -1800
Andresen, Jorgen
Anderson, Albert H. (2)
Anderson, Charles
Andersson W. (2)
Anderson Rasmus
Anderson, Sextes
Andersson, Gustav
Andersen Alf. -1638
Anderson, Albert
Andersen, Olaf -2099
Andersen, Herman
Anderson, John N.
Anderson, Julius
Andewig, H.
Antonsen, Martin(3)
Akerstrom, O. R.
Antonsen, Anton G.
Alquist, Cris
Alexis, H.
Aspengreen, E.

Bang, Oskar
Backlund, K.
Backman, Axel
Backstrom, F.
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Bertleson, Bertle J.
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Bibbs, Golden S.
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Brun, Dick
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Campbell, John
Camino, C. C.
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Carlsen, Gust.
Carlin, Carl A.
Cartveit, C. C.
Carlson, Gus.
Carlson, Oscar -454
Carlson, John -1586
Carlson, Ingwald
Carlson, C. A.
Carlson, Chas. H.
Carlson, Gunner
Carstensen, Carsten
Casperson, Carl
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Clausen, Christ.
Corron, George R.
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Cortes, P.

Dahl, Ole
Davies, Chester O.
Davies, E. R.
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Dehler, J.
Dekker, D.
Ditmanson, D.
Dreyer, J.
Dunwoody, George
Douglas, W.
Dunn, W. G.
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Enoksen, A.
Eliassen, H. O.
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Elze, Carl
Ellis, J.
Elling, Alfred
Elisen, Sam
Evsner, Ingvar
Erikson, Erik
Erikson, Otto
Erickson, K.
Erickson, J. R.

Forevaag, C.
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Ferguson, Robt.
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Flatten, James G.
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Fox, Andrew
Folks, H.
Fuve, A. M.
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Franson, O.
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Gamber, J. J.
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Gustafsson, O.

Hanson, Olaf
Hanson, Andrew
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Iverson, Ole

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Jansen, Emil
Jensen, Nils
Jensen, Henry
Jensen, Hans
Johnson, A. W.
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Johnsen, Jacob
Johansen, J.
Johnson, Peter M.
Johnson, Karl -2127
Johnson, E.
Johnson, Peter -2313
Johnsen, A.
Johanson, Jakob
Johnson, G.
Johnstone, Walter
Johansen, Karl
Johnsen, John
Johnsen, Adler -2565
Johanssen, Erik
Johnson, P.

Karlstrand, G.
Kasti, H.
Karlson, K.
Karlsen, O.
Korsama, N. J.
Kallio, F.
Karlsen, E.
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Kines, J. H.
Knudson, A. J.
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Larson, E. G.
Larson, Fred
Lee, C.
Leskenen, F.
Leeuwen, A. V.
Lui, T.
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Lidston, C.
Lorgeman, F.
Lund, Wm.
Luetter, T.
Lundberg, E.
Lundgren, C.
Ludersson, W. -1240

Mortensen, K. A.
Mathesen, Segurd
Mortensen, H.
Martindale, John
Mardinsen, C.
Malmqvist, C.
Manus, Johanus
Mordison, A.
Malone, B.
Mercer, H.
Meckelson, J.
Melby, V.
Meloen, Harry
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Meskelsson, Erik
Mikkelsen, K. -1620
Miller, Frank
Miller, A. M.
Morrison, J. D.
Morken, M. L.
Moore, J.
Morrison, Wm.
Morgan, Wm.
Moor, Thos.
Moen, Robt.
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McKenzie, D. J.
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Nelson, Emil
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Nelson, John
Nelson, Robert
Nelsen, Axel
Noren, B.
Nord, C. W.
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Nilsen, Hans L.
Nimen, August

Olsen, Chris -1379
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Olsen, Ferdinand
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Olsen, Arne
Olsen, Robert
Olsen, Hans
Olsson, C.
Olsen, Carl
Olson, John
Otterspear, Wm.
Overland, Oskar
O'Keefe, T. F.

Pakki, Emil
Paaso, A.
Paterson, P.
Paklesen, K.
Permin, Jens C.
Pederson, E. P.
Petterson, Adolf
Pederson, Carl
Pestoff, S.
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Pearson, Gustov
Pederson, John
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Pedersen, Karl
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Peterson, Ole
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Porter, A.
Punis, A.

Rasmussen, Christ
Rantenen, H.
Reenhold, Gustov
Robenson, W. N.
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Rosenthal, W.
Rohman, G.
Rosenblad, Albin
Rund, Nils

Sandberg, Otto
Sandel, F. S.
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Sassi, W.
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Schuur, H.
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Seyfried, M.
Shoberg, J.
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Sorenson, H.
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Tapper, A. E.
Tessabia, B.
Thorsen, Herman
Thammeson, Ole
Thorsen, Hans
Thorsen, Victor
Uhlnes, F.
Vesgood, Jens
Ward, D.
Waggoner, Sam
Walters, Al
Walters, Ted
Watt, John B.
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Winter, Theodore
Sorenson, Tom
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Wilson, Gus
Wilson, C.
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Wirta, Geo.
Wullum, J.

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Anderson, Andrew
Andersen, Olaf
Barrot, G.
Bengtson, S.
Brandt, Arv.
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Brun, Mattia
Brant, Max
Brandt, H.
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Dischler, P.
Doll
Gomes, M. G.
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Jansson, John
Jansson, J. A.
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Johanssen, John F.
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Johnson, Hilmar
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Kinnunen, Antti
Kennedy, J. R.
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Olson, A.
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Stalt, Axel
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Stenroos, A. W.
Svenson, B.
Sundquist, Walter W
Torin, Gustaf A.
Valfors, Arvid
Williams, T. C.

INFORMATION WANTED.

Ingwald Johnson and Charles Moller, members of the crew of the S. S. "Chehalis," on January 29, 1919, when Otto Peterson was injured, kindly report to the Secretary, Sailors' Union of the Pacific, San Francisco, Cal.

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Amundsen, Ben	Larsen, Hans
Anderson, Albert	Larson, C. -1632
Anderson, C.	Learch, Paul
Ahren, Wm. J.	Leskinen, F.
Backman, Peter W.	Matson, Hemming A
Bieler, B.	Matson, H. -1808
Bohm, Franz	Melgant, F.
Boyle, H.	Michaels, R.
Christensen, E. H.	Miller, Victor
Christensen, H. P.	Miller, Harry
Cunningham, G. F.	Mikkelsen, Harry
Dahl, Louis	Murphy, Francis Leo
De Long, K.	Newkirk, Clifford
Duret, J. E.	Nordman, Alek
Ellegaard, M.	Nielsen, Jens
Elliot, Austin A.	Nilsen, Chas.
Erickson, John E.	Nelson, Harry
Guildersen, W. E.	Ogilvie, Wm. A.
Geiger, Joe	Ohlson, J. A.
Graaf, John D.	Olson, John
Hanson, August -1134	Olson, Chas.
Harding, Ellis	Paulsson, Herman
Hartman, Fritz	Petersen. Anton -1675
Hauschild, B.	Petesen, Knut
Heino, Gust.	Petter, G.
Hellman, H. W.	Rensmand, Robert
Henriksen, Geo.	Ross, Geo.
Herman, David	Ruisgaard, Soren
Hickey, E. J.	Ruud, Ole H.
Hogstrom, Karl I.	Rytko, Otto
Holmes, George	Samuelsen, S.
Huber, C. L.	Schmeltning, Max M.
Johansson, Charles -2407	Schroder, August
Jorgenson, Earl	Schultz, F. E.
Jensen, H. T.	Sibley, Milton
Johnson, C. A.	Siebert, Gust
Jordan, H. S.	Steenson, Edward
Kase, A.	Swenson, C. E.
Knofsky, E. W.	Thoresen, Ingwald
Kristiansen, Wm. A.	Tuhkanen, Johan J.
Laatzen, Hugo	Wold, Frank
Larsen, C. J.	Wood, E. E.

Tacoma Letter List.

Anderson, Harold F.	Martinson, Adolp
Hanson, August -1134	Martinsson, E.
Holmstrom, Carl A.	Meyer, Karl
Houge, Anton -1054	Nielsen, Alf. W.
Johnson, Pett	Person, Fritz
Johnson, Pontus	Petterson, C. H.
Kennedy, James Rea (package)	-1287
Kennedy, James Rea	Sevpried, M. -2962
Magall, Michael	Swansen, Carl

San Pedro Letter List

Aagard, Anfin	Larsen, Martin
Aalto, Harry	Lato, Ely
Altman, E.	Lagerwold, M.
Anderson, Gust	Lechemus, Bill
Annes, Robert	Lindholm, Chas.
Ako, Jack	Lindstrom, J. A.
Anderson, Sven	Linden, Chas.
Anderson, Frank	Middling, J. M.
Amundsen, Pete	Malmberg, Ellis
Andree, E. A.	Mamers, Chas.
Baggs, H. L.	Martinsen, George
Billington, J. A.	Magnusen, Karl
Bergh, B.	Monterro, John
Berglund, E. J.	Nelson, Harry
Bernsson, Berger	Ole, Olesen
Brown, Parry	Olsen, O. W.
Brandes, W. M.	Olsen, Martin
Bruce, Albert	Olsen, Nick
Breien, Hans	Osterhaff, Henry
Carier, Peter	Petz, Fritz
Corregsona, Vincent	Petersen, Hugo
Craig, Thomas	Peters, Joseph
Davis, Orville	Raaum, Henry
De Nord. J.	Ragmund, Frank
Eklund, Waino	Raytke, Otto
Evensen, Ed.	Roed, H.
Exlesan, Herman	Roed, L. A.
Falvig, John	Rosenblad, Billy
Forsman, Nils	Rosenthal, Walter
Fraser, Alexander	Samson, Louis

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Gunnerud Torvald	Smith, Emil
Grundwald, Alvis	Stolzerman, E.
Grassen, Yan	Stratten, M.
Greenwald, John E.	Sanders, Chas.
Hansen, Olaf	Swanson, Ben
Halmstrom, F.	Sheild, Oscar
Haeik, A.	Thompson, Alex.
Hagberg, Aksel J.	Thompson, Maurice
Holm, Nils W.	Thorntund, J. N.
Hyon, L.	Tiller, Edw.
Johannsen, Fred	Thoren, E. A.
Johannson, N. A.	Toivonen, F.
Johanson, John	Tysk, J. H.
Johanson, Fritz	Vizcarra, Oscar
Johanson, J. A.	Wrigg, F.
Johansen, Carl	Wilhalmson, Karl
Jones, Erest L.	Wahi, J.
Johnson, J. E.	Wiklund, T. J.
Johnson, George	Wichman, Carl H.
Jonasen, J.	Yeaman, W. E.
Jensen, Jens	Zunderer, Heo
Larsen, Johan -1542	

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Home News

William Kent has resigned from the United States Tariff Commission to become a candidate for the Republican nomination for United States Senator from California.

An investigation of the high cost of living and why California products cost more in California than in other States, is to be made by the civic department of the California Federation of Women's Clubs.

A national campaign for Governor Lynn J. Frazier of North Dakota as Republican candidate for President of the United States to represent the farmers and laborers has been formally launched at Danube, Renville county, Minn.

Net earnings of the Federal Reserve Banks for the first six months of 1919 have been at the rate of 92 per cent. on an average paid in capital of $81,788,000, compared with 55.9 per cent. for the same period last year and 9.8 per cent. in 1917.

A number of New England men have organized a movement to be known as the New England Farm and Food Foundation, the aim of which will be to encourage farming in this section and to promote co-operation between the farmer and the consumer.

Revocation of railroad rights-of-way through Indian reservations or lands where the grantees, over a period of five years, have failed to construct roads or utilize other land granted them has been recommended by Secretary of the Interior Lane in a report to Congress. He asked for power to decide questions arising under the proposed law.

The United States bureau of standards is experimenting with a device for testing the heating value of coal and other fuels. The Government and large commercial concerns now pay for coal, not according to its weight, but according to its heating capacity. The benefits of the new device have not as yet been passed to the individual consumer, who pays for the rocks, slate and all.

Byron Holt (of Goodbody & Co., brokers), in his August Market Letter quotes the National Bank Review of Minneapolis as saying: "Lands have increased since last winter from $25 to $75 in southern Minnesota, $20 to $25 in extreme southeastern North Dakota, from $25 to $100 in Iowa, about 50 per cent. in eastern South Dakota, from 10 to 75 per cent. in Missouri, and in eastern Nebraska all the way from 25 to 100 per cent. While the boom originated through the desire of numerous farmers to increase their holdings, prices have been made largely by speculators.

In a press notice issued by the National Popular Government League it is stated that "it is an open secret here in Washington that the real owners of the railroads don't want them back unless the Government will guarantee them at present an actual profit of $1,200,000,000, to come out of advanced rates, or else a straight subsidy, with no Federal control worth a whisper in the wind. It is an open secret here in Washington that the instant the speculative value is taken out of railroad stocks, that moment the awful fear of 'Socialism' will disappear and the big boys will be ready to sell to Uncle Sam. The test will then come as to how much shall be paid."

Domestic and Naval

Twelve members of the crew of the four-masted auxiliary schooner "Elmir Roberts" arrived at Yarmouth (N. S.), on August 27 and reported that their ship, loaded with ammunition, caught fire and blew up at sea.

The concrete steamship "Atlantus," the first of her type to have been delivered from an Atlantic shipyard, and the second concrete ship to be operated in Atlantic waters, has been turned over by the Shipping Board to the Raporel Steamship Line of New York for operation in the West Indian service of that company. The "Atlantus" was built in Wilmington, N. C. She is of 3,000 tons.

The British steamer "Clan Gordon," which capsized off Cape Hatteras while bound from New York to the Far East with general cargo shipped by the Barber Steamship Lines, was a boat of the turret-deck type, built in 1900 by Doxfords of Sunderland, who were the originators of this design. This is not the first disaster of this kind on record, and it will be recalled that about a dozen years ago a boat of the same type and ownership turned over while leaving an Australian port for the Cape, laden with a cargo of grain. The facts which came out at the inquiry anent the dangers of the turret design put an end to the construction of similar vessels, and so little were they thought of for ordinary purposes that at the beginning of the war the British Government did not requisition turret-deck boats.

The House of Representatives has passed the Bill (H. R. 7500) repealing the Act of October 6, 1917, which permitted vessels of foreign registry, and foreign-built vessels naturalized under the Act of August 18, 1914, to engage in coastwise trade during the war and for a period of 120 days thereafter. Section 2 of the Act as passed permits foreign vessels and foreign-built vessels admitted under the Act of August 18, 1914, to engage in the trade between the Hawaiian Islands and ports in the United States, upon special permits issued by the collector of customs, until July 1, 1920. After that date permits shall be issued only upon the payment of a fee of $40 for each passenger carried. This section is to become ineffective whenever the President by Proclamation declares sufficient American vessels are engaged in the trade.

The House Committee on Merchant Marine and Fisheries is taking considerable interest in the provisions of the Esch Bill (H. R. 4378) now before the Committee on Interstate and Foreign Commerce, which, as it now reads, would place a good deal of the control of water transportation under the Interstate Commerce Commission, thus stripping the Shipping Board of a good deal of its power in that direction. It is likely that some representations will be made to the Commerce Committee by the Merchant Marine and Fisheries Committee, as well as by the Shipping Board. Mr. Edmonds has introduced a Bill (H. R. 8070) seeking to repeal the Act of July 18, 1918, entitled "An Act to confer on the President power to prescribe charter rates and freight rates and to requisition vessels, and for other purposes."

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Deposits	57,122,180.22
Capital Actually Paid Up	1,000,000.00
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Abrahamson, W.
Adams, Arch
Adamson, Hj.
Adamsson, John
Aimer, Robert
Akerman, V.
Alto, H.
Amnell, Albert
Amsler, C. L.
Andersen, Olaf
Andersen, F. -1473
Andersen, N. -1976
Andersson, A. O.
Andersson, C. -797
Andersson, Rudolf
Anderson, John A.
Anderson, John F.

Baardsen, T.
Backe, K. V.
Balco, Juan
Bang, Anker
Barrie, John
Benson, Helge
Benson, S. -986
Bentuso Manl.
Bergstrom, I. M.
Berseth, R. J.
Billington Martin
Bjorka, Hans K.
Bleasing, W.
Bjorklund, G.
Bjorn, Kristian
Blomgren, C. A.

Calimo, Pete
Cameron, James
Capallo, J.
Cardell, Joe
Carlson, Carl
Carlson, E. R.
Carlson, E. S. -1769
Carr, E.
Carroll, James
Catechis, L.
Christensen, H. P.
Christensen, H. C.

Dahler, H. N.
Dahlstrom, Sven
Danielson, Harry
Daskeland, N. N.
Dawson, Herebrt
De Hart, J.
Delahanty, J. J.
Devenay, Ed.

Edler, Fritz
Edwards, Alex.
Edwards, Ole
Ehlers, Heinie
Einard, J.
Einartsen, Hans
Ekeland, I.
Elo, Frank
Engstrom, Ben
Engelbregtsen, C.

Fagerly, O.
Fagerberg, I.
Fahey, M.
Falbom, Albin
Felsch, C.
Fernandez, G. L.
Fick, Max

Gallunas, Anton
Gans, Fr.
Gaougat, Frank
Gedman, Tony
Geer, A. J.
Gibson, G. A.

Hackla, J.
Hagg, Oscar
Hakala, Paavo
Hakala, Paul
Halley, W.
Halley, W.
Halvorsen, Axel
Halvorsen, Chris.
Halvorsen, Torleif
Hamilton, W. G.
Hammer, Carl
Hammerquist, A.
Hanschman, W.
Hannesen, K. J.
Hansen, Hans P.
Hansen, Oskar
Hansen, H. 1969
Hansen, R. C. A.
Hansen, J.
Hansen, O. -2171
Hansen, Kristen
Hansen, H. M.
Hansen, R.

Anderson, R.
Anderson, Edw.
Anderson, Martin A.
Andersson, Chaneles
Andersson, O. L.
Andersson, J. G.-1099
Andersson, C. -2185
Andersson, Arthur
Angelback, Geo.
Appelgren, John
Ardt, Anton
Arentsen, G. T.
Aro, Kalle
Ask, E. A.
Aspel, E.
Aubertz Emil
Augustine, Anth.
Austed, Barney

Bode, Wilhelm
Bosshard, Henry
Brady, B.
Bradsberry, Geo.
Brain, Louis
Bratt, W.
Browne, Chas. B.
Bruuin, E. -2583
Bryning, W.
Bugel, J.
Bunting, A.
Burggraf, A.
Bursett, B.
Byars, Terry
Bye, Alf.

Christensen, R. H.
Christenson, Einar
Clark, Chas. R.
Collins, Frank
Conigan, R. B.
Conrad, P. W.
Cordey, Allan
Corneliusen, M.
Correro, T. R.
Cox, R. H.
Crowley, Fred

Didriksen, Martin
Douglas, Sam
Driscoll, John
Dumas, Clifford
Dumas, J.
Dunham, Chas.
Dunkel, E.

Erbe, Lewis
Ericson, E. R.
Erickson, John
Erikson, Chas.
Esplund, Fred
Essen, C. A.
Evenson, A.
Evensen, Martin
Eversen, Peter

Figved, Sigurd
Forslund, Fred
Foss, L.
Fredricksen, B. D.
Frizzell, R. L.
Frost, Peter
Fuller, Geo.

Gill, Ivar
Goodmans, G.
Gronroos, Elbin
Grussman, G. A.
Gundersen, Andreas

Hanson, Arthur
Hanson, C. M.
Hanson, Frank
Hanson, Carl
Hartwig, W.
Heaps, James
Heldahl, T.
Helland, Ole M.
Henriksson, W.
Hetland, Halvor
Hewell,
Hicks, Jim
Hilli, Albert
Hingren, J. Hj.
Hjerling, Hj.
Holberg, Oluf
Holmgren, G. J.
Holland, D.
Holmstrom, Fritz
Hy, Ben
Hugo, O. -1934
Hubertz, Emil

Ibsen, N. M.
Ingebretsen, Alf.

Jacobs, F.
Jacobsen, Jacob
Jacobson, E.
Jadernonn, Hans
Jahnke, Paul
Janson, C. J. W.
Jansson, Hj.
Jansson, K. H.
Jannsson, E.
Jensen, J. C.
Jensen, J. F.
Jessen, Carl
Jeppesen, Lars
Johansen, S.
Johanson, Emil A.

Kaholemoku, W.
Karlsson, Johan
Kane, John
Kennedy, J. R.
Kinamon, Jack
Kinghorn, Frank
Kiyanno, F. W. E.
Kjell, John
Knox, David
Knutsen, Karl

Lagerberg, Chas.
Laine, J. E.
Lamberg, Herman
Lambert, John J.
Lambert, S. I.
Larsen, Fingl.
Larsen, Kaare
Larsen, J. H. -2280
Larsen, L. H.
Larsen, K. -1560
Larsen, Albin
Larson, Herbert
Larson, Allen
Lefter, John A.

Mahler, Hans
Mahoney, F. J.
Marksman, H.
Maldonado, A.
Marshall, I. S.
Martin, John
Martiniussen, J.
Mathis, H.
Matheis, Herman
McManus, P.
McGillivray, F. B.
McNeil, D. R.

Nagel, A.
Nagle, Chris.
Nemdorff, F. R.
Nelsen, Rangvald
Nelson, Fred
Nelson, Waldemar
Nelson, John, -1013
Nelson, A. W.
Nelson, A. H.
Ness, Erling
Neuman, Alfred
Nickolsen, L.
Nicolaisen, S.
Niejahr, Oscar
Nielsen, Carl C.

Oberg, Mauritz
O'Connor, W. R.
Olafsson, O. -872
Olafson, C. A.
Olsen, Jacob
Olsen, Jens
Olsen, Peter

Iversen, Iver

Johanson, John
Johanson, Carl
Johanson, Karl -2094
Johansson, Gustav
Johnssen, F. R.
Johnsen, Walther
Johnson, John
Johnson, T. A.
Johnston, Leslie
Johndahl, H. C.
Jonsson, Erik
Jorgensen, Ole E.
Jorgensen, Jorgen
Juell, R.

Knudsen, Rangvald
Koluin, Oscar
Kooistra, S.
Kornelliusen, Martin
Krishjan, K. W.
Krisjan, A. W.
Kristensen, A. -1095
Kristoffersen, G.
Krohn, Harry
Krumholts, W.

Lawrence, B.
Lesse, Chas.
Lindroth, Gustav
Lewis, Wm.
Littchen, A.
Lofgren, R.
Loining, Herman
Loland, Louis
Lonnqvist, John
Loughrey, C. W.
Lundberg, Oskar
Lundquist, Ralph
Lyngard, Geo.

McNeill, S. R.
Meek, O. J.
Mettson, Carl
Meyer, Chas.
Meza, Leonardo
Mikkelsen, Olaf
Miller, F. A.
Miller, William
Mittemeyer, Y. F.
Moe, R.
Moren, E. H.
Morisse, Henry

Nielsen, C. -1303
Nielsen, H. J.
Nielsen, P. L.
Nielsen, Willy
Nielsen, C. -1314
Nielson, Herman
Nilsen, Edon
Nillsen, Jens
Nilsson, S. H. H.
Nilsson, N. H.
Nordenberg, Alfred
Nummelin, Arthur
Nunes, C. C.
Nyland, A. M. J.

Olsen, Karl
Olson, Albert
Olson, E. A.
Olsson, Axel
Olsson, C. O.
Oseberg, Ansgar

Parson, Herman
Pedersen, F. H.
Pedersen, C. -1286
Pedersen, Peter B.
Peis, H.
Pendlebury, Tom
Perdok, A. -1861
Persson, Gustaf
Persson, Edw.
Persson, O. W.
Petersen, O. -1595

Raasu, Matti
Raaum, Henry
Rantanen, F.
Rasmussen, Emil
Rasmussen, K. V.
Reith, C.
Renrall, A.
Richardson, E. A.
Rickhoff, W.
Riddell, Allan
Riesbeck, Hj.
Ringdal, Ola

Saalma, Joseph
Salley, D.
Sahlin, Nils
Salberta, Juan
Samuelsson, W. L.
Sandblom, K.
Sanders, Oscar
Sanderson, John
Sandquist, Erick
Sanne, R.
Schmidt, E. H.
Scott, B. F.
Shannon, J.
Shivers, De Witt
Sigrist, Geo.
Sikman, A.
Simonsen, Sigvard
Sjoberg, Silas
Sjolander, J. B.
Skogstrom, John
Sloman, H.
Smedsvig, O. B.
Smith, J. H.
Smith, Jacob C.
Solberg, B. P.
Solvin, Oscar E.

Tammi, J. E.
Tandberg, Einar
Thom, Ed.
Thomas, Frank
Thomason, Olaf
Thompsen, Jack
Thompson, C.
Taival, Alf.

Van Fleet, F. B.
Van Reen, T. R. A.
Vander, Klift J. J.
Vaughan, A. S.
Venquirst, E.

Wallenstrand
Warjo, J.
Weelen, Theodorus
Weijola, Arturi
Westerlund, Albert
Wickstrom, Axel
Wickstrom, J. A.
Winkel, August

Ringman, C. W.
Rivera, John
Robinson, L. R.
Rohman, Geo.
Ronning, H.
Rosen, E. H.
Rosen, V.
Rundell, W.
Rundstrom, Albert
Rupp, Albert
Ryan, Patrick

Sonderup, A.
Souza, Louis
Sorensen, Jorgen
Sorensen, J. H.
Sparling, James
Stange, A. -2063
Steen, Ivar
Stenssloff, E.
Stevensen, Aug.
Stewart, Neil
Strasdin, P.
Strasdin, H.
Strandberg, Elof
Stranberg, P.
Stratten, Harry
Strom, Fred
Strohmeyer, H.
Sundberg, F. F.
Sundburg, C.
Sutste, M.
Svendsen, Geo. E.
Svensen, Anker
Swanson, Oscar
Swanson, S.
Sweeney, D.
Swenson, E.

Tamisar, P.
Tibbitts, P.
Toffri, A.
Tom, W.
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Tuominen, Kaarlo
Tyrrell, James

Victor, J.
Vitol, A.
Vihavainen, Geo.
Vizcaino, F.
Von Mahren, B.

Wiseman, C.
Wilenius, Peter
Wilhelm, Ed
Wilkinson, Geo.
Williams, Charley
Wind, Jacob
Wreiljan, Joseph

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Benson, Fred
Egan, John
Flood, Alex.
Goodmans, G.
Gunderson, Ole
Highland, D.
Hobbs, F.
Irmey, Fred
Jewett, Chas.

Johansen, S. R.
Johaneson, K.
Long, C.
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News from Abroad

New South Wales' general elections early next year will be held in accordance with the principle of proportional representation.

It is reported by the Consul General at Buenos Aires that an airplane service will be established within a few months connecting that city with Bahia, Brazil.

Some of the great Italian estates are now under cultivation for the first time in a thousand years, according to the Bureau of Foreign and Domestic Commerce.

The War Work Council received report of a strike of French waitresses because they were called upon to serve German brides at the Y. W. C. A. Hostess House in Paris.

The largest airplane engine in the world has just undergone its first test at Wolverhampton, England. It weighs less than a ton and is reported to be of approximately 1,000 horsepower.

British newspaper reports indicate that the daily air service between Folkestone, England, and Cologne, Germany, is proving very successful. Mail leaving Cologne is delivered in England and Wales within twenty-four hours.

The Ministry of Food and Supply at Omsk has entered into a contract with the Union of Siberian Creamery Associations for the delivery of 72,000,000 pounds of butter during the current year. This amount represents two-thirds of the total yearly output of Siberia.

The Peace Conference is said to have reached a solution of the Thracian problem by dividing Thrace into a number of parts, some going to Greece and others being designated to form the future free State of Constantinople and a new free State under the League of Nations.

Viscount Uchida, the Japanese Foreign Minister, in a statement issued in Tokio, declares that Japan does not intend to claim any rights affecting the territorial sovereignty of China in Shantung. The Japanese troops will be withdrawn immediately an agreement is concluded with China. Japan is considering the establishment at Tsingtao of a general foreign settlement instead of a purely Japanese settlement.

The English League for the Taxation of Land Values, in its report for the year ended June 30, 1919, says that in spite of the very large reactionary majority in Parliament, the land question stands in the forefront of domestic politics. "Meanwhile," the report adds, "the landlords, reading the signs of the times, are selling out at prices inflated by the iniquitous 'Rent' Production Act, and 'England' is, as the Times almost daily reminds us, 'changing hands.'"

A bill prescribing proportional representation for the election of municipal councils generally throughout Ireland was passed by the British Parliament and became law in June. Some four hundred municipalities are affected. This measure was introduced by the Government. Its introduction was the direct result of the trial of the proportional system in one Irish city, Sligo, in January last. In spite of the intensity of political feeling in Sligo, all parties and factions were satisfied with the results of that election.

With the Wits

You can't surprise a Chinaman. An aeroplane was flying over Peking for the first time and a proud European pointed it out to a native. "Don't you think it is wonderful?" "Well," said the Chinaman, calmly, after a passing glance at the machine, "the thing is meant to do that, isn't it?"

The maiden of six was sitting in a crowded bus between her mother and a very portly uncle. "Now, dear, don't you think you had better sit on uncle's knee, and let that lady sit down?" whispered mother. "I can't, mother. Uncle breathes too far down and would push me off," replied little Lucy.

"Has Crimson Gulch gotten used to prohibition?" "Yes," said Cactus Joe. "The boys didn't know what to do with their money for a while. But Bill the barkeep has opened an ice-cream-soda fountain with a price list that makes a man feel more liberal than ever when he buys a drink."—Washington Star.

She was a young widow who had just remarried, and hubby number two was causing her much anxiety. "I cannot understand why my husband is so fastidious," she confessed to a friend. "He scarcely eats anything. Now, my first husband, who died, used to eat everything that I cooked for him." "Did you tell your present husband that?" queried the friend. "Oh, yes, of course. Why?" "Well, perhaps that's the reason."

A temperance orator was in the habit of holding forth in a workman's hall and was constantly being interrupted. The next time he lectured in that hall he engaged a prize-fighter to sit in the gallery and keep order. He was contrasting the clean content of home life with the squalor of drunkenness. "What do we want when we return home from our daily toil?" he asked. "What do we desire to ease our burdens, to gladden our hearts, to bring smiles to our lips and joy to our eyes?" As the orator paused for breath the prize-fighter shook his fist at the unruly members of the gallery and whispered in a loud undertone: "Mind, the first bloke what says 'beer' I'll throw outside."

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